MARCH 2, 1963. VOL. CCLII. NO. 3274. TWO SHILLINGS AND SIXPENCE

THE SPHERE

Drambuie

PRINCE CHARLES EDWARD'S LIQUEUR

The essence of feminine elegance

LES PARFUMS WORTH

JE REVIENS · VERS TOI · DANS LA NUIT · IMPRUDENCE

BY APPOINTMENT TO HER MAJESTY THE QUEEN
TABLE SALT AND PEPPER MANUFACTURERS · CEREBOS LTD

Cerebos

Salt of quality

Fortnums in the evening?
delicious!
Fountain Restaurant is now open until 11.30 p.m. Mon-Fri
Fortnum & Mason
Duke St./Jermyn St. corner

A DUFF GORDON SHERRY
PRODUCE OF SPAIN

EL CÍD THE FINEST AMONTILLADO

BELL'S
SCOTCH WHISKY
"Afore ye go"
It's Simply Delicious

PARIPAN
PRODUCTS
PARIPAN Dryfast ENAMEL * PAREMUL Emulsion PAINT * PARIMAT Steamproof FINISH
EGHAM · SURREY

TIO PEPE
THE SHERRY OF SPAIN
GONZALEZ BYASS

RUFFINO

THOSE WHO "KNOW" BUY RUFFINO THE CHIANTI
PONTASSIEVE ITALY
From your local Wine Merchant—16/- large flask—8/9 small. Also available at all good hotels and restaurants.
BOTTLED EXCLUSIVELY IN ITALY
F.lli Ruffino
In case of difficulty in obtaining supplies write to the Sole Agents :—
B. WOOD & SON (Wine Shippers) LTD., Market Buildings, 26/8 Mark Lane, London, E.C.3.

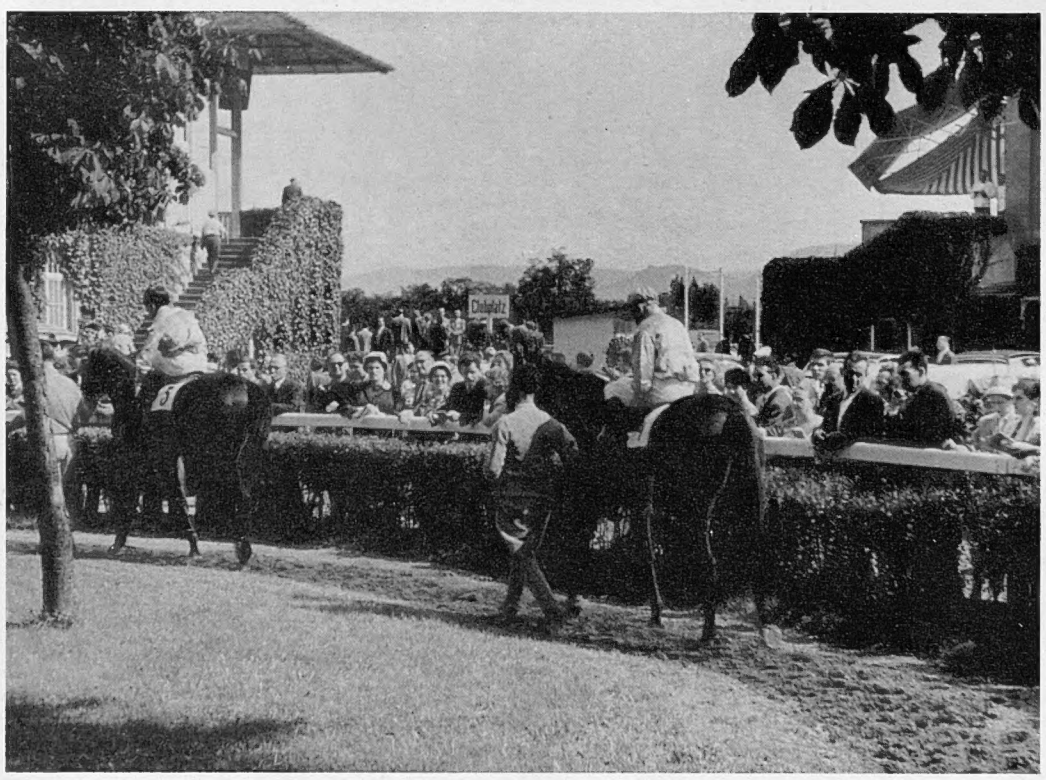
MOTOR UNION INSURANCE CO. LTD.
All classes of insurance transacted
10, ST. JAMES'S STREET, LONDON, S.W.1
MOTOR POLICIES

PUBLISHING OFFICE, INGRAM HOUSE, 13-15, JOHN ADAM STREET, LONDON, W.C.2

Registered as a Newspaper for Transmission in the United Kingdom

FOR POSTAGE RATES SEE FRONTISPIECE

PRICE 2/6



Elegant, gay, Baden-Baden is a resort with the subtle poise of breeding (its ancestor was a Roman Spa). For the energetic there are golf, tennis, swimming, riding. For the social the most beautiful casino in the world, dances, music, theatre and the glittering international racing week in August. It is also a centre for therapeutic treatment of rheumatism, respiratory and other complaints and generations ago Baden-Baden discovered the art of being a spa without invalidism. There are good international hotels, lovely gardens and above all there is modern vitality with the old tradition of service. And only a few miles away are the great mountain silences of the Black Forest.

For full information please apply to:
GERMAN TOURIST INFORMATION BUREAU
61, Conduit Street, London, W.1. or:
KURDIREKTION, BADEN-BADEN

BADEN BADEN

Roam the Continent Rest in Switzerland

Love a warm welcome and the holiday excitement of discovering new places that have a delightfully different dimension of travel

In Switzerland

every day's a holiday

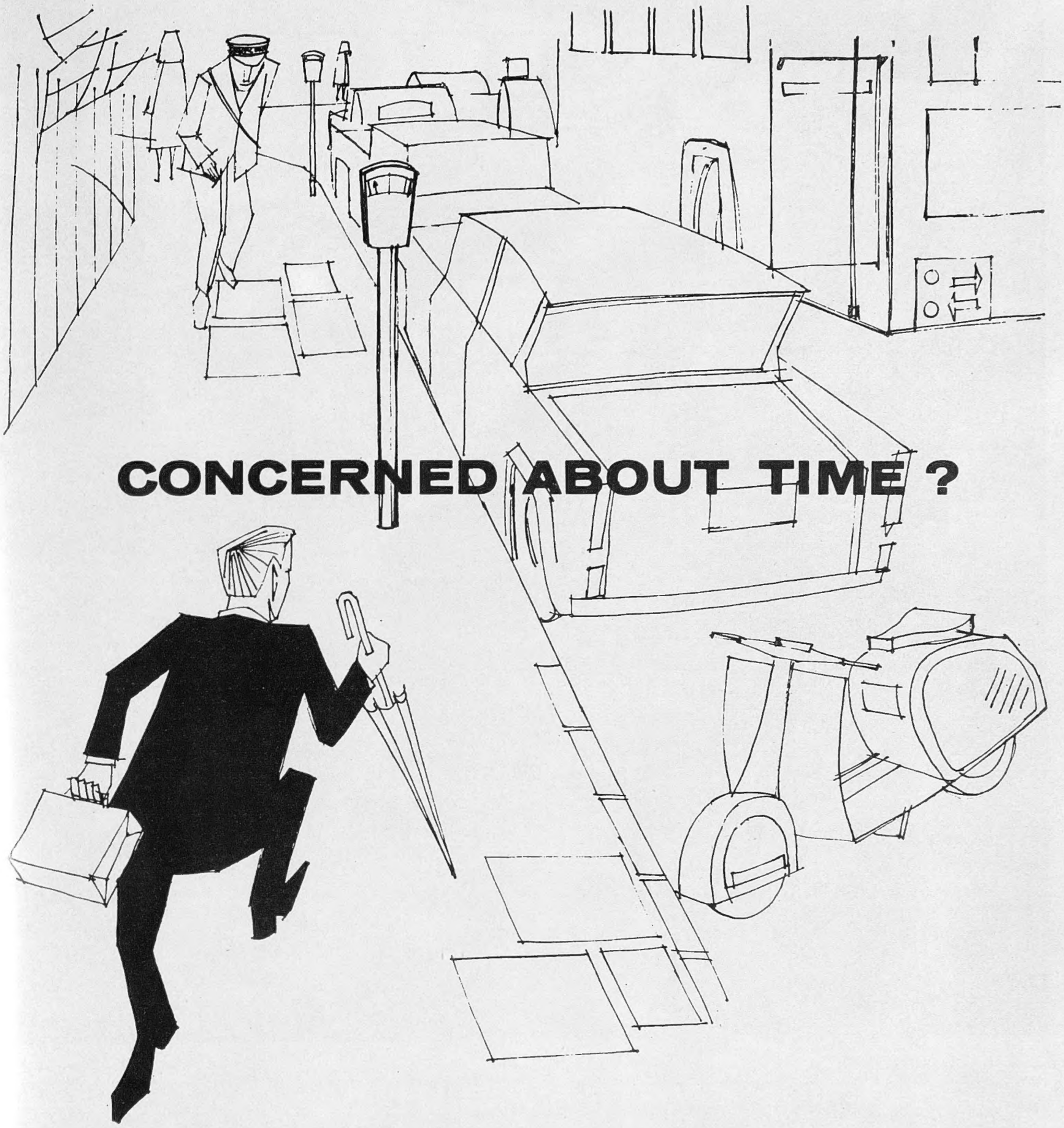
Information from your Travel Agent or the Swiss National Tourist Office 458 Strand London W.C. 2.

You never know who may drop in

With a bottle or two of Dry Fly Sherry you will be fully prepared for anyone. For Dry Fly—a *medium* dry sherry—is specially blended to cover the widest possible range of tastes. 18/6 a bottle.

Those who prefer a dry sherry should try CECILIA, *a delicate Amontillado; and for sweet tastes—*
GOLDEN CHANCE, *a rich Oloroso Cream, both at 20/6 a bottle.*

GREET YOUR GUESTS WITH
FINDLATER'S SHERRIES

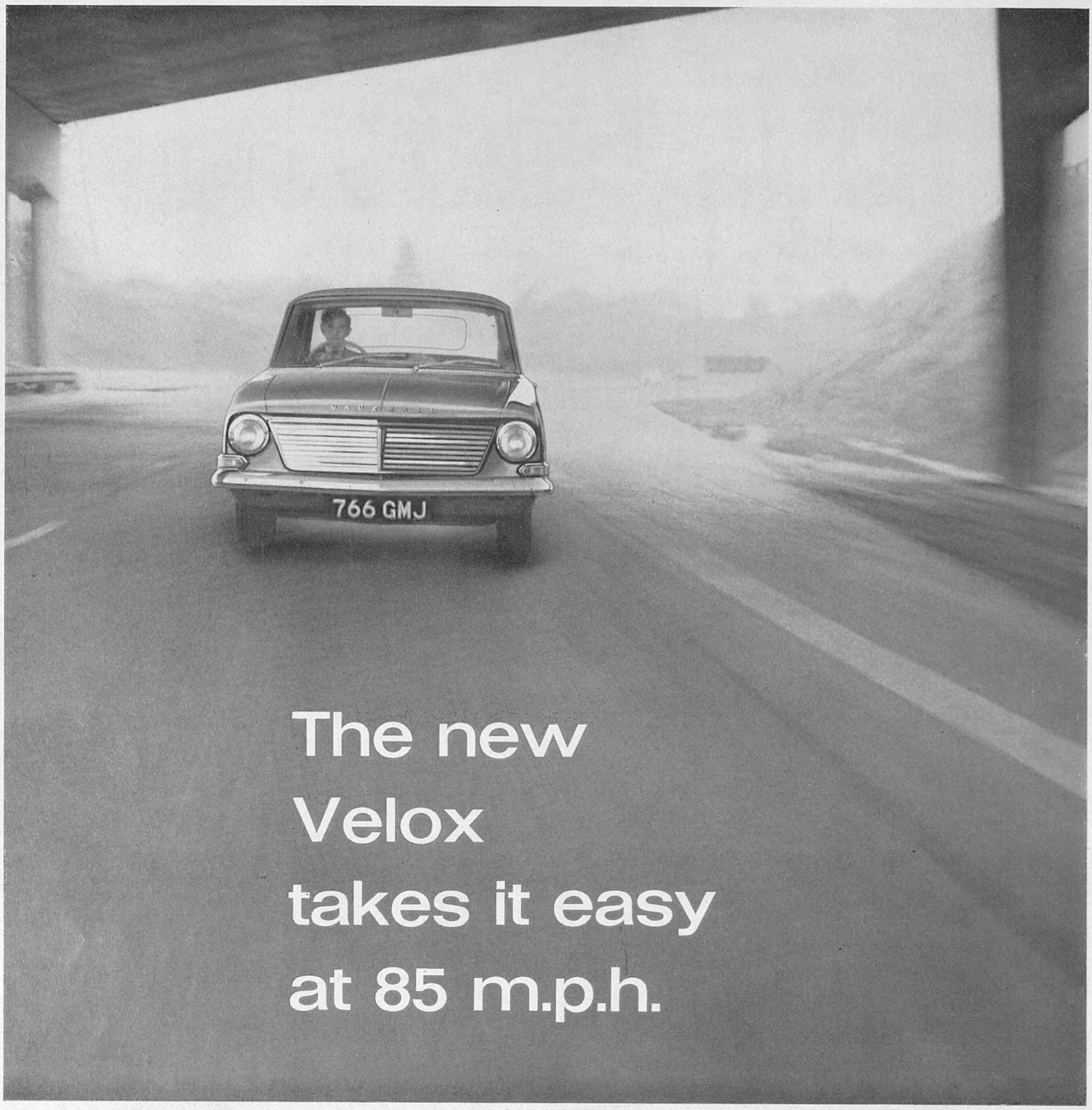


MITCHELL CONSTRUCTION

BUILDING AND CIVIL ENGINEERING CONTRACTORS

THE MITCHELL CONSTRUCTION COMPANY LTD

WHARF WORKS · PETERBOROUGH

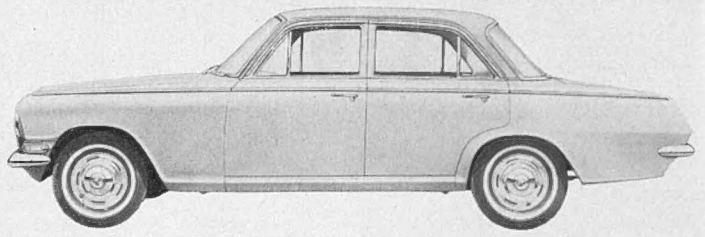


The new Velox takes it easy at 85 m.p.h.

The Velox never seems to exert itself, even at high cruising speeds. It has, experts say, 'a long stride'; smooth and ready power to take it from town crawl to motorway speed in top gear. No unseemly stress or racing under the bonnet; the 2.6 litre engine delivers its maximum torque at only 1600 rpm.

This masterful attitude to speed is typical of the new six-cylinder Vauxhall. It combines the big-car virtues of speed, space and silence effortlessly, without cramping or compromise. And it looks magnificent. It is, quite simply, a great motor car. Your Vauxhall dealer will be pleased to arrange a trial.

More than a thousand Vauxhall dealers offer top quality service with factory-trained mechanics and charges based on standard times.



VAUXHALL

VELOX

£840.7.1 *(£695 + £145.7.1 p.t.)*

Ample room for six BIG adults. Power-assisted brakes (discs at front). Lightly stressed 2.6 litre engine. All-synchromesh gearbox with optional overdrive, or Hydra-matic* automatic transmission. Lubrication every 30,000 miles. The more luxurious CRESTA costs £943.1.3 (£780 + £163.1.3 p.t.)

Vauxhall Motors Limited Luton Beds

**Hydra-matic is a registered trade mark.*

Volume CCLII No. 3274 LONDON, March 2, 1963

THE SPHERE

© 1963. Illustrated Newspapers Ltd. *All Rights Reserved.*

With which are incorporated *The Graphic* and *Black & White*

Postage: Inland, 4½d.; Canada, 1½d.; Elsewhere Abroad, 4½d.

At the start of the Royal Tour of Australia, lasting over five weeks, the Queen and the Duke of Edinburgh arrive by air in Canberra from New Zealand. On the tour, the Royal couple are travelling 5,600 miles by air and 3,400 miles by sea in the Royal Yacht *Britannia*. They were greeted in Canberra last week with all the elaborate protocol of a State visit, but the keynote for the rest of the tour, as in New Zealand, is a relaxed informality

THE QUEEN IN AUSTRALIA

NEWS SUMMARY

Defence controversy and party polemics in Britain; Russia's armed might; another incident at Berlin's Wall; Burma nationalises its banks

In Cairo President Nasser is flanked by Ali Saleh el Saady (right), Deputy Premier in the new regime in Iraq, and Lieut.-General Saleh Mahdy Ammash, the Iraqi Defence Minister. They were arriving for a ceremony on the anniversary of the founding of the U.A.R. The presence of a large Iraqi delegation indicated the strong ties between the U.A.R. and Iraq's new Government, a reversal of the situation in the days of General Kassem

GREAT BRITAIN

The publication last week of the Government White Paper on Defence brought criticism that, although the Nassau Polaris Pact altered Britain's defence policy, this was not covered in the White Paper; that the new nuclear weapon for the V-bombers and the TSR.2 strike aircraft was not a strategic weapon at all; and that plans for the reorganisation of the higher command of the Armed Services were not apparent. It remained unclear exactly how much of the Polaris submarine squadron was to be built in Britain. The controversy over defence was exacerbated by the announcement that the new cruiser *Blake*, one of three new cruisers which have cost well over £42,000,000 was being placed in reserve. (Details of White Paper are on p. 306.)

The Anglo-American talks in **Washington** last week brought further dissensions. The U.S. rejected the British suggestion that a nuclear council be created comprising countries with their own nuclear weapons or countries that would use American nuclear warheads in war (i.e. the U.S., Britain, Canada, France, West Germany, Italy, Turkey, Greece, Belgium and Holland). It was expected that Britain would bring up the proposal again at the next NATO Council meeting in **Paris.** The U.S. State Department has been propounding the view that the best deployment of Polaris missiles in a multi-national NATO force would be in surface ships rather than submarines. The American argument was that this would be much cheaper and more practical for multi-national crews. Britain kept to its proposal to commit its V-Bomber force, with wide escape clauses, to the NATO force.

On the home political front affairs have become lively. Government scientific policy came in for acute criticism after its announcement of the Atomic Energy Authority's plans for a nuclear powered, economic merchant ship. The Opposition was to press for a full inquiry. Two days after issuing a personal statement attacking the AEA plans, Captain H. F. Atkins, chief engineer of Vickers Nuclear Engineering, was dismissed. He said the choice of two reactors by the AEA was "quite unjustified" and that cost estimates were at least £1,000,000 too low.

The Conservatives launched their first major attack on Mr. Wilson, Labour's new Leader, by resurrecting Clause 4 (which pledged the Labour Party to strive for public ownership of the means of production, distribution and exchange). The Conservative Central Office published a pamphlet, which named 104 British companies it claimed would be the first to be nationalised under a Labour Government. Mr. Wilson described the pamphlet as "childish."

Making his first major speech since he became Labour leader, Mr. Wilson, speaking at **Cardiff** last weekend, outlined Labour policy on housing: repeal of the Rent Act, the setting up of tribunals to settle rents and plans for widescale improvement of old houses.

Besides housing, another major issue which faces the Government is education. The National Union of Teachers refused to consider any settlement which, as Sir Edward Boyle, Minister of Education, wanted, would alter the allocation of increases in teachers' salaries agreed by the Burnham Committee. Sir Edward proposed that increases for young teachers be reduced in order to give more to others with higher qualifications.

COMMON MARKET

The Council of Ministers of the Six met in **Brussels** for the first time since the collapse of negotiations with Britain, at the beginning of this week. It appeared that the rift between France and the other five countries was still much in evidence. According to the agenda, the Council was to agree on the date of signature for association treaties with 18 African states, most of them former French colonies. But at least two countries indicated that they could not commit themselves at this stage. In addition, the Dutch were to bring up two resolutions passed by the European Parliament—(1) that the Commission draw up a balance sheet of the British negotiations at time of rupture (which has already been acted upon) and (2) that the Ministers of the Six hold consultations on facilitating the enlargement of the EEC.

SOVIET UNION

The ever-growing strength of Soviet arms was the theme of the speech by Marshal Malinovsky, Russia's Defence Minister, at the rally in **Moscow** on Red Army day last weekend. Russia, he said, had developed "new grim weapons with ever more striking power" and was fully capable of countering any threat from the West. He warned America that an attack on Cuba would mean a third world war in which the whole capitalist system would be "buried once and for all."

BERLIN

Four coaches carrying Russian soldiers from East into West Berlin were refused admission by the United States guards at "Checkpoint Charlie" in the Friederichstrasse last Saturday. They were on their way to a wreath-laying ceremony to mark Red Army Day at the Russian war memorial in the British Sector near the Brandenburg Gate. The Americans instructed the Russians to use the Sandkrug bridge crossing into the British Sector, the route that has been used by the Russians to reach the memorial since the attacks in the West sectors on their coaches over a year ago.

UNITED STATES

There were further moves to end the long drawn out **New York** newspaper strike. The Governor of New York, Mr. Nelson Rockefeller, said he would consider appointing a board of inquiry if the attempt by the Mayor, Mr. Robert Wagner, to resolve the dispute failed. Earlier, President Kennedy proposed that the publishers and the printers should take their case to "independent determination." This was accepted by the publishers, but rejected by the printers.

BURMA

Private and commercial banks, including 14 foreign banks, were nationalised last weekend. This was announced over **Rangoon** radio in a statement from the ruling Revolutionary Council (the junta of military officers who took over the Government after staging a coup a year ago). It was added that all foreign bank capital brought into Burma will be repaid in the original foreign currency.

The bank nationalisation followed hard upon the news of the Revolutionary Council's takeover of all import and export business, all the rice trade and some private industries. All these measures were taken to indicate a shift to the left in the Revolutionary Council's policies and more dependence on China.

THE NEWS IN PICTURES

BRITISH TROOPS TO THE RESCUE AFTER AN EARTHQUAKE STRUCK BARCE IN THE WESTERN DESERT

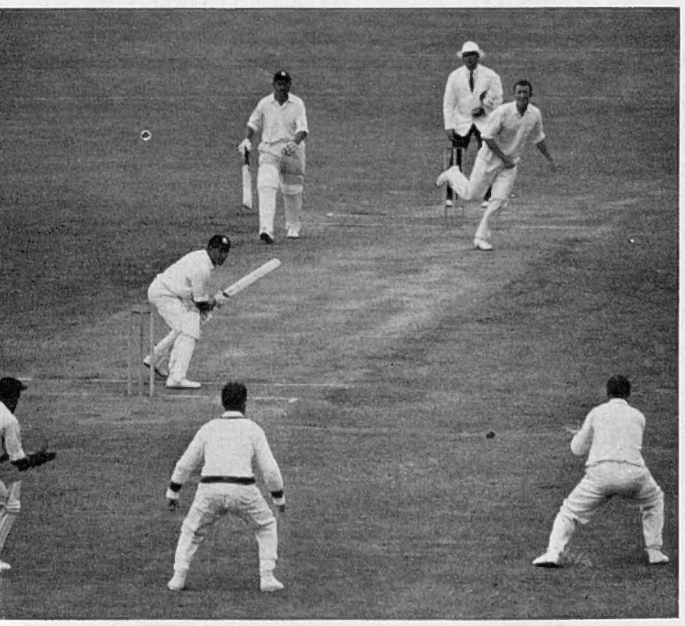
Men of the Devon and Dorset Regiment dig among the ruins of a house in Barce, Libya, searching for survivors. An earthquake devastated the town last week. Other British units which helped in the rescue included the 14/20th Hussars. About 12,000 out of Barce's 17,000 inhabitants were made homeless by the disaster. At the beginning of this week the death roll was estimated at 300, most of them children, with several hundred injured. Torrential rains and high winds hampered rescue work. The Libyan Government thanked Mr. A. C. Stewart, the British Ambassador; British forces taking part in the work; and the U.S. Air Force at Wheelus Base, Tripoli, for providing aircraft and medical supplies

Below, far left: At the White House in Washington President Betancourt of Venezuela takes farewell of President Kennedy while Mrs. Kennedy looks on. President Betancourt was concluding a short visit to the American capital. While he was there Brazil granted political asylum to the pro-Communist rebels who had hi-jacked the Venezuelan freighter *Anzoategui*

AN EMBRACE FOR MR. KENNEDY

THE NEW FREEMAN OF THE CITY OF LONDON

Mr. and Mrs. Diefenbaker talk with the Rev. Noel Shepherd, Assistant Minister, after attending morning service at the City Temple in London. On the next day the Canadian Prime Minister received the freedom of the City of London in Guildhall and afterwards had luncheon with the Lord Mayor at Mansion House



DRAWN TEST SERIES IN AUSTRALIA

Below, far left: Ken Barrington, during his innings of 94 in the England second innings in the final Test Match against Australia, at Brisbane, plays a ball into the slips. He is partnered by Colin Cowdrey. The match, which ended in a draw, was a disappointing finish to a disappointing Test series. As the series was drawn, Australia retain the Ashes. Scores: England 321 and 268 for 8 dec.: Australia 349 and 152 for 4. Barrington, Trueman, Titmus and Allen were England's stars: for Australia, Benaud, Davidson and Harvey, in their last match against England, all shone

ENGLAND BEAT FRANCE AT TWICKENHAM

G. Boniface, the French three-quarter, beats six England players to the touch down to score France's try in the Rugby International at Twickenham. Number 10 is the England captain, Richard Sharp. France converted the try, but England, with two penalty goals taken by J. G. Willcox, the full back, won the match by 6—5 to head the Championship table. In a tense game, the English defence and a notable display by the forwards were just enough to hold out against the French attacking play

THE DEFENCE WHITE PAPER

From left are Lord Carrington, First Lord of the Admiralty; Mr. Thorneycroft, Minister of Defence; Mr. Hugh Fraser, Secretary of State for Air; and Mr. John Profumo, Secretary of State for War. They were about to hold a Press Conference on the Government's annual statement on defence, issued as a White Paper last week. Contrary to the practice in the last few years, there was no major policy statement. The White Paper contains a short foreword and explanatory memoranda from the three Services. The brevity of the statement was attacked by the Opposition in the Commons, in view of the fact that the major switch to Polaris meant a revision of Britain's Defence Policy which had not been fully adumbrated. Total defence spending is up by 6¾ per cent. to £1,838,000,000 but this is still about 7 per cent. of the Gross National Product.

Main announcement of the White Paper was the deployment of a new airborne nuclear weapon to bridge the gap before Polaris becomes effective. Apparently some kind of "retardation bomb," this was developed originally for use with the TSR. 2 supersonic low-level strike aircraft and the Navy's Buccaneer, but is now to be carried also by the V-bomber force. The other main proposal for the R.A.F. is the final commitment to the concept of vertical take-off and landing. It is announced that a Hunter replacement is to be developed based on the Hawker P.1154, following the P.1127, in which the Admiralty is also interested, and a V/STOL short range transport is to be ordered. **Right:** A P.1127 VTOL strike aircraft lands vertically during sea trials with this fighter on the aircraft carrier *Ark Royal* in the English Channel. **Far Right:** A Blackburn Buccaneer naval strike aircraft comes in to land on the same aircraft carrier. The first squadron of Buccaneers embarked on the *Ark Royal* last week. Two other squadrons will commission this year.

The Navy Estimates revealed Britain's squadron of Polaris submarines will cost up to £300,000,000 but only a small fraction is included in this year's estimates. Other details were that design work is proceeding on a new aircraft carrier and a number of small ships are under construction. Wasp and Wessex helicopters are coming into service with the Leander and Tribal class of frigates. **Right:** The commissioning ceremony at Whites' shipyard, Isle of Wight, of H.M.S. *Eskimo*, latest of the Tribal class of general-purpose frigates.

The Army Estimates gave details of weapons to give the Army increased striking power and greater mobility—a battalion anti-tank weapon, the Wombat; a Swedish anti-tank weapon; a new heavy gun; and a new 81 mm. mortar. Other anti-tank weapons in service with the Army include the Vigilant. **Far right:** Vigilant anti-tank guided missiles deployed during recent trials on Salisbury Plain. These missiles have been ordered by Finland

AT THE MINISTRY OF DEFENCE—LORD CARRINGTON, MR. THORNEYCROFT, MR. FRASER AND MR. PROFUMO

THE P.1127 ON ITS FIRST CARRIER TRIALS

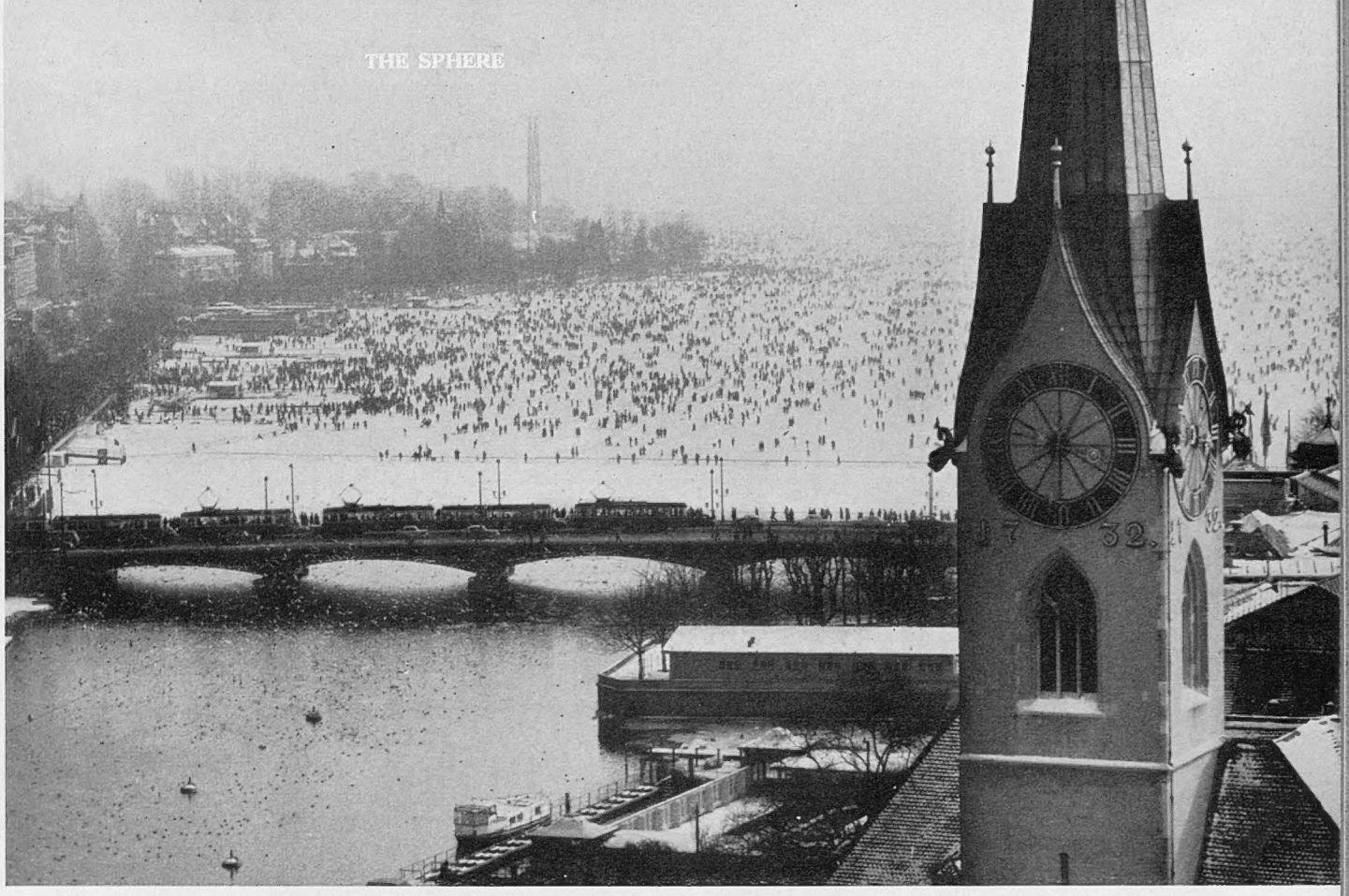
THE BLACKBURN BUCCANEER COMES INTO SERVICE

COMMISSIONING A NEW FRIGATE FOR THE NAVY

ONE OF THE ARMY'S ANTI-TANK WEAPONS

THE NEWS IN PICTURES

As far as the eye can see people swarm on the ice which is the surface of the Lake of Zurich. It was only the second time in this century that the lake had been frozen so hard that people could skate or walk on it. For this reason a special film was made of the scene. It will be shown at the Swiss National Exhibition at Lausanne in 1964. The Lake of Zurich is 25 miles long but nowhere it is more than two and a half miles in width



A HISTORIC SCENE RECORDED ON THE LAKE OF ZURICH IN SWITZERLAND

Mr. Chou En-lai, the Prime Minister of China (sitting at left between the tables), attends a scientific conference in Shanghai. He was reported to have made a speech in which he called upon Chinese scientists and technicians to make every effort to meet the needs of the 1960s. He added that they should catch up with the levels of the advanced nations. News about scientific progress in China has recently been overshadowed by the reports of the very serious food shortages. However six weeks ago there was speculation that China might explode a nuclear bomb in the course of the year. Mr. Chou En-lai and his Government should be equipped to do this if estimates are correct of them possessing three reactors which have produced enough plutonium for a bomb. Much of the atomic progress of China is thought in the past to have depended on assistance from Russia

A PLEA FOR A SPEEDING-UP OF SCIENTIFIC DEVELOPMENT IN CHINA

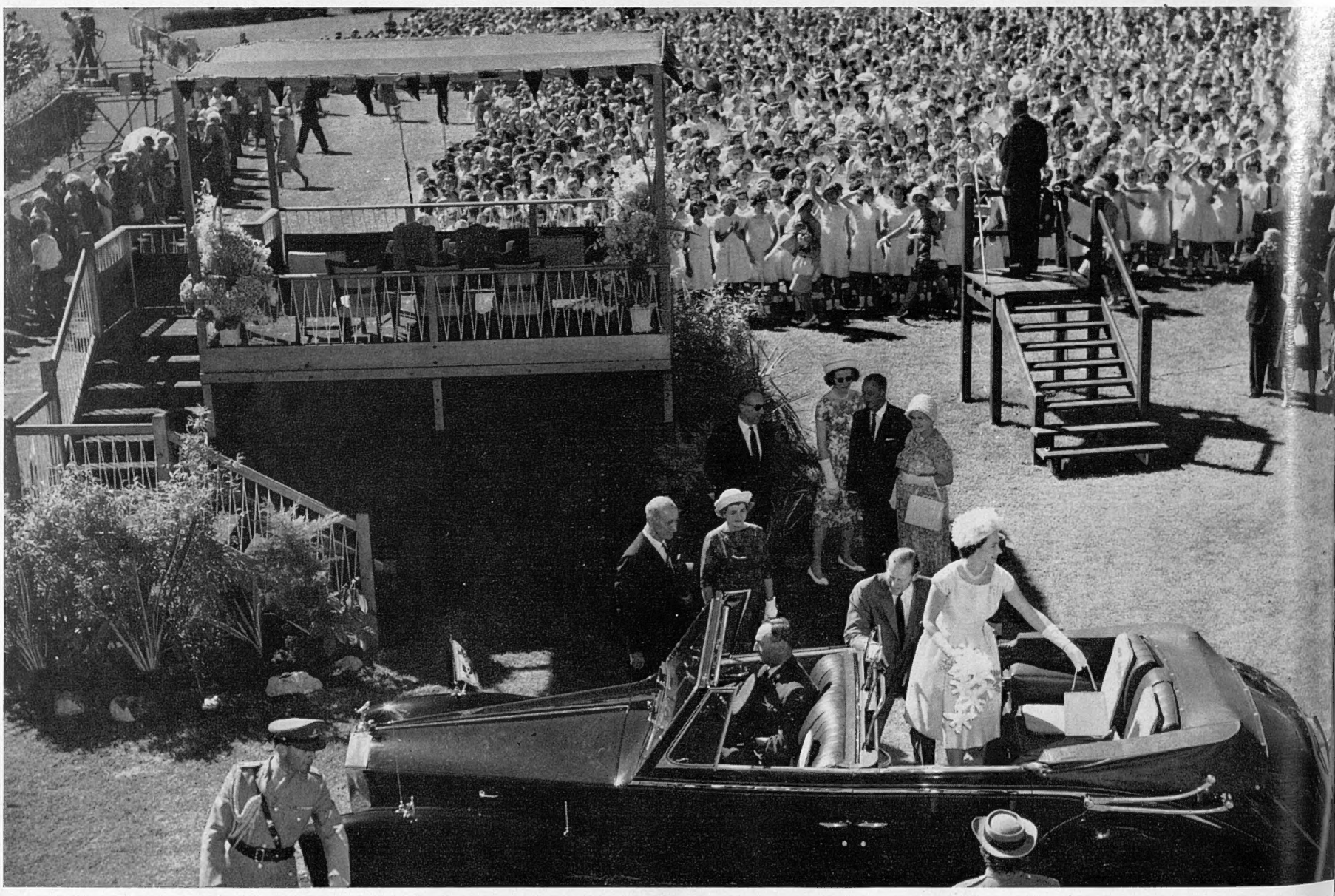
GREEK ROYALTY IN INDIA

Princess Irene of Greece shakes hands with a dancer at the Kalashtra (Art Centre) at Gandhinagar, Madras. Beyond her is her father, King Paul of the Hellenes. Queen Frederika was also in the Royal party which was on an official tour of India. On their return to Athens it was announced King Paul and Queen Frederika would pay a four-day State visit to London in July. Before then, in May, they will be hosts to President de Gaulle on his State visit to Greece. This visit was arranged before the recent French moves regarding the Common Market and the European economy. Nevertheless, there was speculation last week that General de Gaulle might use the visit to further his own European economic policies

The Hon. Catherine Sidney, daughter of the Governor-General of Australia, Lord De L'Isle, curtsies to the Queen as she leaves Canberra Airport for Adelaide. Centre is Mr. Menzies

Crowds cheer the Royal couple as they drive into Adelaide

CANBERRA AND SOUTH AUSTRALIA



The Queen and Prince Philip leave Victoria Park racecourse, Adelaide, after a choir of 3,000 children sang Australian songs. Another 70,000 children attended the occasion

At the car factory of General Motors-Holden, Ltd., at Elizabeth, South Australia, the Queen and the Duke are shown the assembly line. Elizabeth is a new town for 30,000 people, which has been built 17 miles north of Adelaide, to house workers at big, new factories. From Adelaide, the Queen and Prince Philip sailed in the *Britannia* to Melbourne

A barge carries the Royal couple to an impressive, night-time concert in Elder Park, Adelaide

Flowers for the Queen at the civic reception in Adelaide

The Queen leaves her car in Port Adelaide to board *Britannia*

At BAC's factory at Hurn, Bournemouth, the first BAC-One-Eleven short-haul jet airliner has moved into the final assembly area. Maiden flight is due this summer

SALES BATTLE IN THE AIR

A major battle has developed between British and American aircraft manufacturers in the field of short-to-medium-range airliners. The struggle is between three aircraft and a proposal. In direct competition are the De Havilland Trident and the Boeing 727. Both aircraft, which look very similar, are designed round the concept of three rear-mounted jet engines and have roughly similar performances. At present Boeing have gained more orders, but the Trident is nearer airline service, with four engaged in flight testing. In addition, the Trident has provision for controlled blind landing, and eventually should be able to land automatically. The other half of the struggle concerns the BAC One-Eleven short-range airliner, with twin rear-mounted jets. Here Britain has a clear lead for its only competitor in this highly important market is the proposed American Douglas Model 2086. This is a similar aircraft, but Douglas, last week, had not decided to go ahead until it got a sufficiently large order book (say, 70 aircraft).

The Boeing 727 short-to-medium-range jet airliner flies over Washington State on its successful maiden flight. This took place in early February

Making the best of wintry conditions, a De Havilland Trident short-to-medium-range airliner carries out high-speed slush-drag trials on the runway at Hatfield in two inches of melting snow

JOHN CONNELL

FROM THE SIX TO THE SEVEN

The crowning mercy, as Oliver Cromwell discovered, must be fought for—and prayed for. Though I have some knowledge of that plane of human affairs on which strategy and politics meet, I observe only from outside its neighbouring elevation on which economics fuse into politics. Yet I think it is true to say, of both, that last-minute, saving miracles don't happen. The diplomatist, the trade pact negotiator, the weary but indefatigable Minister and his patient, anonymous secretariat simply have to slog on, working out the acceptable formula, seeking the compromise. A bold, dramatic gesture, such as that which France made at Brussels in January, breaks this web of working relationships, but only briefly, and almost irrelevantly; very soon the busy, laborious officials are back again, hunting for the new formula.

There is something praiseworthy, I suppose, if slightly insect-like, in such bland, irrepressible industry. Jaw-jaw, as Sir Winston Churchill observed, in one of those characteristic apophthegms which combined Victorian private-school slang with salty wisdom, is better than war-war. But it does seem, at Brussels and after Brussels, that there is a great deal of jaw-jaw going on: apart from Mr. Macmillan's and Lord Hailsham's presumably necessary chore of lecturing the British people, there is Mr. Edward Heath in well-nigh constant orbit, from London to Geneva, from Geneva to London, from London to Oslo, from Oslo to....

An important meeting of EFTA—the European Free Trade Association—coincided last week with an almost equally important meeting of the Nordic Council. No sooner had the EFTA delegations moved out of Geneva than those attending a meeting of GATT—the General Agreement on Tariffs and Trade—moved in. Hotel staffs can cope with the sheets, the towels, the cigarette ends in the ash-trays and the doodles on the blotting paper; but the watching public, whose livelihoods in many instances may be at stake, are dazed and bewildered.

This is an elementary fact which almost all the negotiators, from Mr. Heath downwards, tend to ignore. They are so absorbed in the wording of their latest formulae, in the nice balance of clauses and sub-clauses of their beautifully adjusted compromise, that they almost forget the rough, harsh but real world outside the conference room and the hotel suite. Mr. Heath, I fancy, will not thank me for saying it, but the statesman of whom he most reminds me at present is the young Anthony Eden of the interwar years, as assiduous and as conscientious in his hithering and thithering, and as eagerly concentrated on finding the right verbal solution to problems which, in fact, were not concerned with words at all but with power. There was something noble and appealing about the Eden of the '30's (as I indicated some weeks ago when, on this page, I discussed *Facing The Dictators*), but there was something pitiful as well. So now in the '60's it is difficult not to admire Mr. Heath; but I find it impossible not to be sorry for him too.

Let us try to put into perspective his visit last week to Geneva. He had had, as his major task of the previous week, the defence of the Brussels negotiations in the big Commons debate, on a motion of confidence in the Government. His speech, unleashing a battery after battery of statistics, was without doubt the best delivered by any Government spokesman; but what chance had he, in the midst of this stormy post-mortem on the past to ponder, with the deliberation and the thoroughness they demanded, the no less complex issues on which, in the aftermath of Brussels, the EFTA nations had to decide?

The switch from EEC to EFTA was obviously bound to be made; but it does appear—in the eye of the detached observer—a little precipitate. And a significant fact is that it has been undertaken before any serious, large-scale approach has been made by the British Government to the Commonwealth. Everyone involved is zealously denying that it is a switch at all; European integration, the Six and the Seven singing together in the sweetest, most profitable harmony, is still the aim, we are assured. The same glossers-up are also eager to point out that all Commonwealth ties remain as important to the British Government as ever they were. These optimistic appreciations seem to me to disregard two essential factors which affect Britain's negotiating position *vis-à-vis* the Seven, and *vis-à-vis* the Commonwealth: first, the attitude of General de Gaulle; and second, the attitude of the nations of the "old" Commonwealth themselves.

Quite frankly, what happened at Geneva was that, in their own self-interest (and who are we, of all nations, to blame them?), our partners in EFTA slightly but noticeably put up their price for the continuation and expansion of the partnership; and Britain was in a weaker bargaining position than ever before. In all essentials the ground had been prepared before Mr. Heath arrived; and all he could usefully do was to sign on the dotted line, and express surprise and pleasure at the "impetus" behind the other EFTA nations' preliminary work.

The speed was certainly impressive, even if it meant an all-night session on the Monday for the officials working on the drafting phase of the agreement whose terms were made known on the Tuesday afternoon. That agreement provided for the abolition by 1966 (instead of 1970, as previously arranged) of all tariffs on industrial goods. Since the partners have already removed 50 per cent. of these tariffs, this is simply the acceleration (under some pressure, because the EEC countries are taking similar action amongst themselves) of a process already in execution. It will effect a considerable and a very necessary liberation in European trade; and there is every reason to hope British industrialists will grasp the opportunities it offers.

Nor is it necessary—as almost all the negotiators at Geneva took care to stress—to think of EFTA as an enclosed area, in persistent and wasteful competition with EEC. They must be thought of not as rivals to one another but as complementary. However, the old familiar bugbears — agriculture and fisheries—which confronted Mr. Heath month after month at Brussels, came to the fore again at Geneva, and (even more assertively) in the simultaneous meeting of the Nordic Council in Oslo.

Norway, Sweden and Denmark are members of both organisations; Finland, a full member of the Nordic Council, is also associated with EFTA; Iceland, in the Nordic Council, has no direct association with EFTA; Austria, Portugal and Switzerland members of EFTA, are similarly without direct links to the Northern group. Compared with the geographical compactness of the Six, the Seven are loosely spread, and possess external connections which (it seems) the Six on the whole prefer to shed.

Mr. Heath with Austria's Foreign Minister, Dr. Kreisky, at the Geneva EFTA meeting

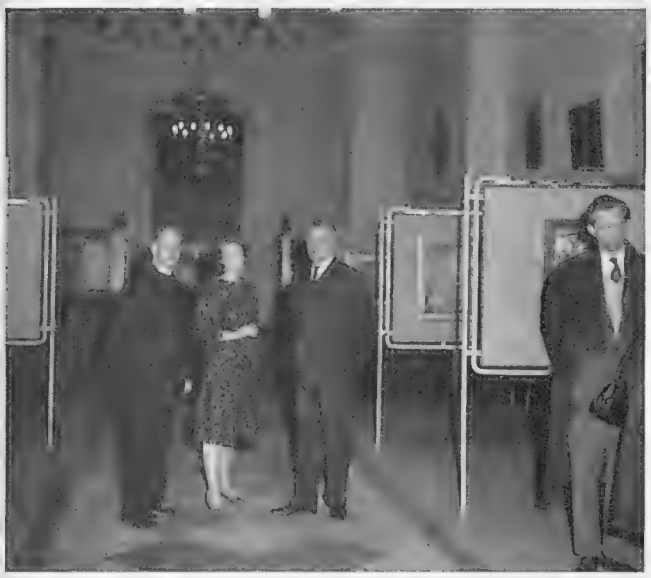
Denmark successfully raised at Geneva, and her representative at Oslo made an extremely firm speech about, farm and fishery products. For herself and for Norway these are vital. Both countries want them to be given the most generous trading terms possible. At Oslo Mr. Erik Eriksen, formerly Prime Minister of Denmark, said that if EFTA is to make sense it is an absolute condition that agricultural and fish products should receive equal treatment with industrial goods. At Geneva the Danes pushed this point so hard that they went afterwards to have talks with Ministers in London.

It is no insult to the Scandinavians, but a frank admission that they are justified in trying to safeguard their national interests, to point out that they had their own axes to grind. So, in her quiet, tenacious way, had Austria, whose representatives—making the valid point that they spoke for an interim and caretaker government—refused to enter into any new commitments beyond those she accepted under the Stockholm Convention which established EFTA. Since Austria depends to a great degree on her trade with Western Germany, this too is only prudent.

I have something more than a fleeting impression that, while other nations' outlook, commitments and undertakings, are on the whole clear-cut, and economically and politically comprehensible, Britain's tend to become more and more diffuse, and lacking in any clarity of definition. This is not of intention, nor is it a matter of (as some of the more ruthless French commentators have suggested) our being still clever, perfidious Albion. It is a consequence, I believe, of the fact that, in the enormous process of post-war, post-technological revolution (and post-social revolution) adjustment, we have not yet been able to define, to and for ourselves our new position in the world and our new purpose; and our leaders evade the real challenge of leadership by immersing themselves, more and more deeply, in huge swamps of negotiation and discussion.

The statistics and the verbiage are—to put it brutally—an escape from facing the plain, stern duty of recreating the nation's moral and spiritual identity. If we and our leaders knew where we were going and why, much—if not all—of the fog of confusion, doubt and perplexity would disperse.

Canon J. E. Fison, Vicar of St. Mary the Great, Cambridge, and Honorary Canon of Ely Cathedral, has been nominated as the new Bishop of Salisbury



At the exhibition of paintings in aid of the Lady Hoare Thalidomide Appeal, held at the Church of All Hallows on The Wall, City of London, are from left, the Rev. E. Bourne, Vicar of All Hallows; Miss J. Scott, Council for the Care of Churches; and Brigadier G. Chatterton

An accordionist spins round the stage at the Albert Hall, London, applauded by other members of the Red Army Ensemble. The 200-strong group of Russian singers, dancers and musicians is giving a short season at the Albert Hall until March 7

At a reception in London, Lord Mountbatten, before starting his tour of Latin America, stands with the Ambassadors of the seven countries he is visiting. From left are Senor Gonzalo de Aramburu of Peru; Senor Antonio Armendariz of Mexico; Rear-Admiral Teodoro Hartung of Argentina; Lord Mountbatten; Dr. Ignacio Iribarren of Venezuela; Senor Victor Santa Cruz of Chile; Dr. Roberto MacEachen of Uruguay; and Senhor José Cochrane de Alencar of Brazil

A London Newsletter

13-15, JOHN ADAM STREET, W.C.2.

AMURATH TO AMURATH. It does not do to be squeamish in present-day international relations and diplomacy. If " the heart has its reasons," so has the brain, and these last are more material than spiritual. So it would be a proof of " Victorianism " to express shocked surprise at the Government's swift recognition of the new régime in Iraq, while the blood on its hands is still warm. After all, oil is a detergent. It is old fashioned to be tough with murderers, and the brewer's men who once manhandled " General Hyena " would be deemed sentimentalists today. But still it shocks me that in so many countries a change of government so inevitably connotes murder and that Amurath to Amurath succeeds with blood on their hands. Blood no doubt is thicker than water but not so viscous and important as oil. Our diplomats, I am sure, are cultured (sometimes " soft "), but always very civilised men, who would feel squeamish in an abattoir; and they must be embarrassed every time their duty compels them to overlook and excuse " pretty Fanny's way " in less happier lands.

" AND HAROLD, HAROLD." If Amurath to Amurath succeeds, and Harold, Harold, will this country be a penny the better

Oxford (right) and Isis (the reserve crew) row together during training on the Thames at Radley, for the Boat Race on March 23. Blues were awarded last week

under a Labour Government? All sorts of people are beginning to ask this question as the Tory decline-in-favour swells like snow-fed Devon rivers. And some sorts are in no doubt that they at least will be more than a penny the worse off. Mr. Callaghan has already embarrassed the Party with a cryptic threat of something like a capital levy—an election bait which is better soft-pedalled in an affluent society, though it is true that the Government's estimated vast expenditure in the April budget seems unlikely to encourage timid rats to return to a sinking ship. That the Tories have been too long in power, and with staggeringly little achievement to show for those years, is an opinion which grows normally in British politics after a long spell of power by one party. It is abnormally confirmed in 1963 by public cynicism and frustration that has resulted from the Tories' failure to solve most of the vital issues which reared their ugly heads 17 years ago and the positive cascade of more recent disappointments. We have come to believe that no government of any party can be formed that can " show us any good " out of our difficulties and that no leader among contemporary politicians has yet given visible proof that he might fill that role and have the courage and character to " shatter our sorry scheme of things entire " and build again on sound foundations.

LIP-SERVICE. My complaint about the Tories is that, while giving lip-service to democracy, equality and the wind of change, they have continued to shore-up and patch a building which was clearly a ruin after World War I and that in the worthy Tory aim of conserving what is still good in our traditions they have succeeded only in preserving what is outworn and stupid. Such influence as they have shed (little enough) on our national character (which has declined) has been almost wholly material and never spiritual. Can we hope for a revival under the Socialists: new foundations, a major plan, leadership? Time—a long time—alone can answer. The most one could expect in the first years, if power should come their way, would be the removal from the national museum of a few trivial, dusty exhibits of a dead age which, still conserved, continue to make a mockery of Tory lip-service to equality and opportunity and democracy.

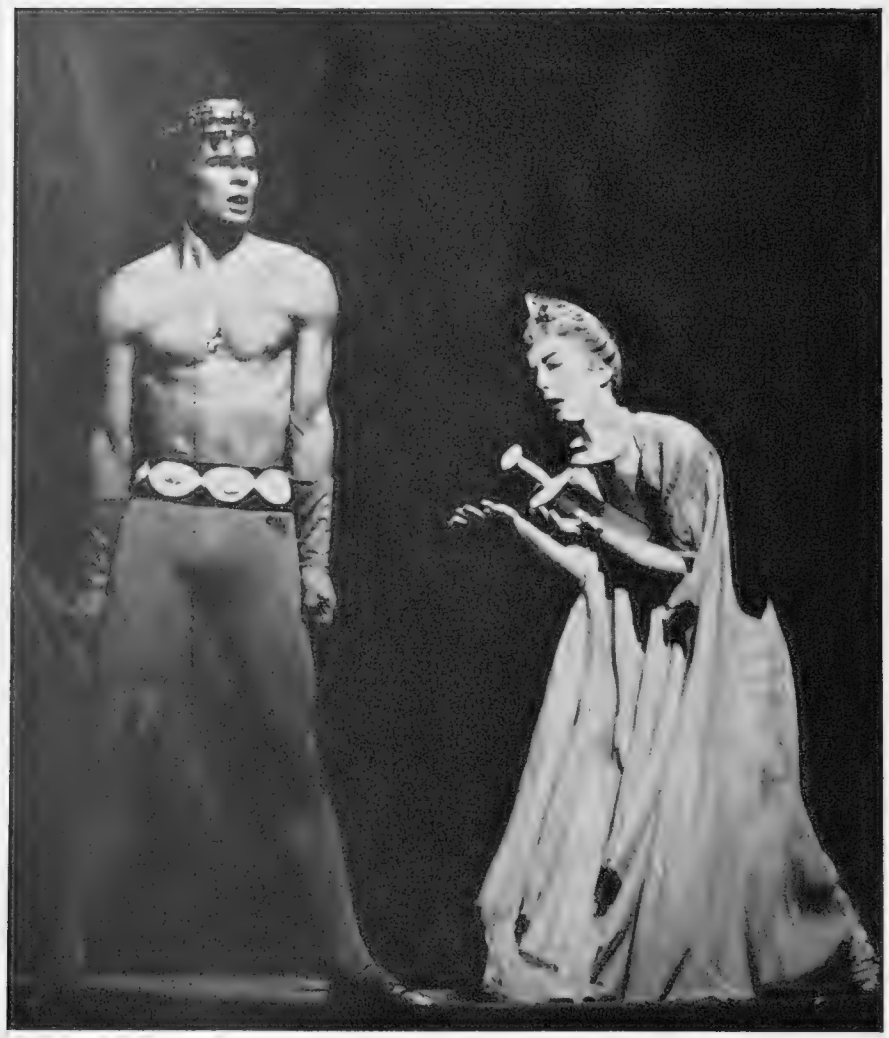
LORD WILLIAM PERCY. Willie Percy, who died the other day, was as rare and fascinating a *rara avis* as Steller's eider duck, one of the ornithological specimens on which he became a supreme authority. It is fair in this materialistic age to call a man of brilliant ability and outstandingly lucid mind a *rara avis* among human kind, if he was completely lacking in worldly ambition and consistently showed an integrity of mind, rare among the rarest, on every subject which interested him. He was indeed valiant for the truth and a demolisher of cant. With his abilities, he might have risen to the top in several professions, if worldly ambition had been in his make-up. But for a grievous wound which handicapped him from middle age, he had the quality to win high command in the Army; but for an early instance of his uncompromising integrity of character, a High Court judgeship; but for the wide range of his interests, acknowledgement as the greatest living authority on birds. He rejected worldly distinctions; for some years of his life, and at the apex of his mental powers, he was engaged in the heaviest duties of an agricultural labourer. But no one who enjoyed the privilege of his friendship and the stimulus of his conversation failed to perceive the brilliance and lucidity of his mind or to gain a lesson in the meaning of integrity.

A LIBERAL EDUCATION. He loved argument. I have enjoyed discussions with him on almost every subject under the sun and came tired and defeated away, always acknowledging his mastery. One subject only I never discussed with him, religion; and it came as a surprise to me to learn how deeply his own religious tenets built up the strength of the character he attained. It is rare enough to say of a contemporary that " to know him was a liberal education "; confidently to say it of two or three contemporaries is a signal proof of good fortune. I would claim it with Willie Percy and Conrad Russell, so alike and so different, among friends who are now dead.

A REVIVAL? When an English public school in its school magazine devotes its " leader " to a condemnation of the boys' attitude to work, the reader sits up and takes notice. " The fundamental fault most people still find with Radley is that of its attitude to work: our scholastic achievements do not measure up to those of other schools. . . ." Such self criticism, such frankness, must be very rare in the world of public schools. It is rare enough in institutions of any kind. Can it mean that a national revival is on the way, a widespread determination to give up shirking, skiffling and softness and to live laborious days again and that the first shots have been fired from an unlikely quarter? Sixty years ago, certainly, the charge of lethargy was fairly levelled at Radley as at other public schools. The Edwardian way of life could not measure up to Arnold's ideals. Radley was then a school of well under 300 boys. But since then it has nearly doubled its size, in common with others of its rank, and has certainly gained in stature in many aspects of school life, notably in games and sports. I don't know if Eton ever published as a leader in its chronicle so frank a confession of failure in academic distinctions. I rather think that for its size and powerful teaching staff, its own share of academic distinctions is below average. If some of the smaller public schools " specialise in scholars " and " naturally " sweep up the lion's share of scholarships, it might be to the advantage of other schools to examine the theory that scholars are made, not born. Anyway, the Radley " leader " suggests the dawn of the idea that most of the nation's workers could work a little harder with advantages to their place of business and to the country; and if the germ is sown in an unexpected field, it is none the less a portent. But of course the " leader " may come from the pen of a master and not a boy. If so, it is less interesting.

THE OLD STAGER

Donald Macleary, Antoinette Sibley and Desmond Doyle in an elegiac passage from Kenneth Macmillan's new ballet, *Symphony*



Bravura mime from Rudolf Nureyev as Etiocles and Gerd Larsen as Jocasta in Cranko's *Antigone*

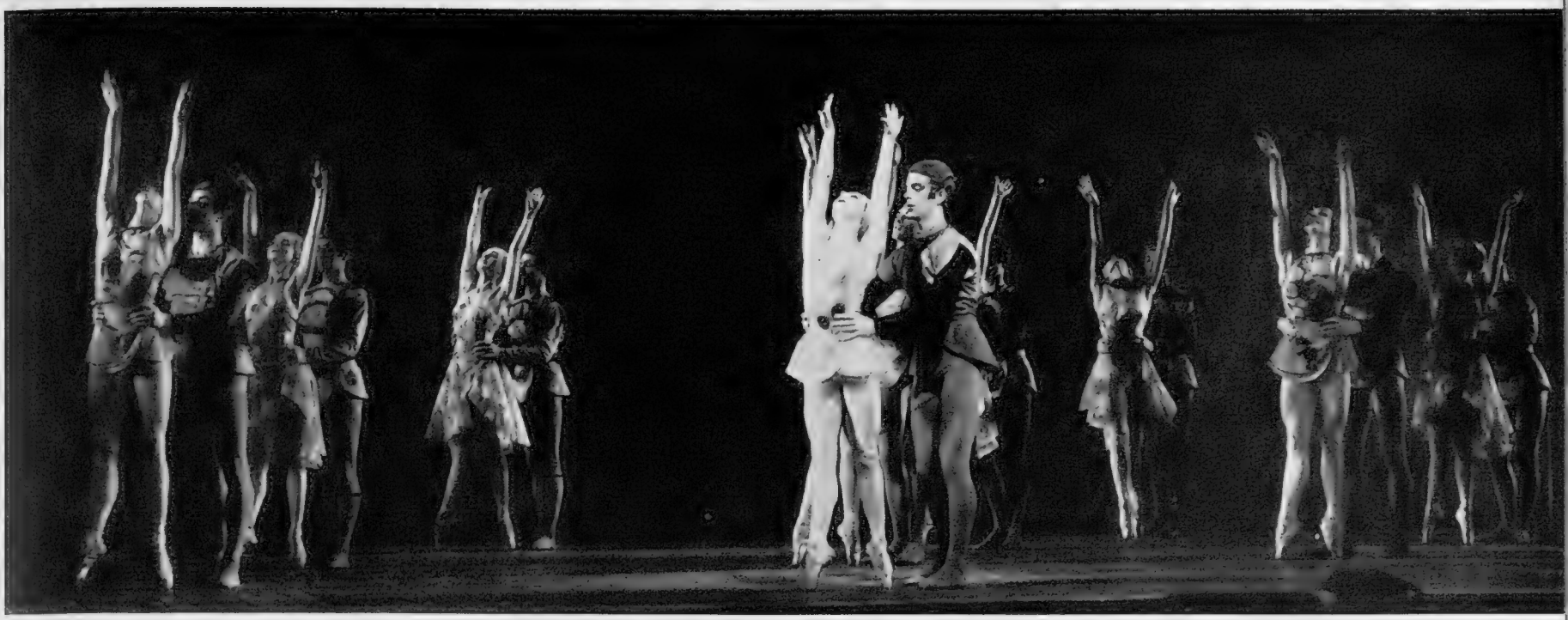
Robert Helpmann and Nadia Nerina listen to *Elektra's* score

Tragic Fonteyn

ENTERTAINMENT

THE ROYAL BALLET

These days, Covent Garden is in a lavish mood. As far as the Royal Ballet is concerned, the excitement which has been generated by the partnership of Dame Margot Fonteyn and Rudolf Nureyev has been communicated through the whole company. The young expatriate Russian dancer earlier this year took his first role in a modern British ballet, as one of the brothers in Cranko's *Antigone*. Nureyev is also dancing in one of Kenneth Macmillan's semi-abstract ballets—*Diversions*. It presented critics with the chance of assessing the ballet with the latest by the choreographer—*Symphony*. Set to Shostakovich's First Symphony, this is full of exultant bursts of dancing, shot through with the fears of a childhood world and sudden shafts of desolate despair. In contrast, Sir Frederick Ashton's new work, *Marguerite and Armand*, created especially for Fonteyn and Nureyev, promises to be a richly romantic ballet, based on the theme of *La Traviata* and set to music by Liszt. Its premiere will be on March 12, at a Royal Gala Performance before the Queen Mother and Princess Margaret. Finally, on March 26, the Royal Ballet is presenting Robert Helpmann's first ballet since 1946. Called *Elektra*, it has a special score by Malcolm Arnold and sets by the Australian painter, Arthur Boyd. It will be danced by Nadia Nerina and David Blair.



The corps de ballet, led by Antoinette Sibley and Donald Macleary, in the last movement of Macmillan's new work, set to Shostakovich's First Symphony, with sets and costumes by Yolanda Sonnabend

(Photographs of the Royal Ballet by Anthony Crickmay)

Antoinette Sibley and Donald Macleary

Georgina Parkinson, with Deanne Bergsma and Vyvyan Lorrayne

Rudolf Nureyev and Margot Fonteyn during rehearsals for *Marguerite and Armand*. **Right:** Robert Helpmann rehearses Nadia Nerina in *Elektra*

THE VOICE OF THE COMMON

GREAT BRITAIN

Hopes for agricultural arrangements between Europe and the Commonwealth

Documents outlining the agreements which Britain was hoping to reach with the European Economic Community regarding Commonwealth agriculture before the breakdown of the talks in Brussels were released in Geneva when the European Free Trade Association met for its ministerial meeting in Geneva in the latter part of last month. In view of the hopes of some broad understandings on external trade being reached among the EFTA countries, the provisional EEC arrangements are not irrelevant.

The Seven of EFTA consist of Britain, Denmark, Norway, Sweden, Austria, Switzerland and Portugal. The Six of the EEC or Common Market are France, Belgium, the Netherlands, Luxembourg, Italy and West Germany.

Mr. Edward Heath, Britain's Chief Negotiator, and the representatives of the Six, recognised that if Britain was to join the EEC a new important element would be introduced into international trade. The enlarged EEC would constitute "the most important importing bloc in the world," with regard to agriculture. For instance, its wheat imports would amount to approximately half of all the world commercial imports. It was recognised that this enlarged EEC would have an increased responsibility in world trade.

All these reasons make better organisation of the world market urgent and essential. It will be necessary, therefore, to reach world-wide agreements for the main agricultural products. In the framework of such agreements, it will be possible to find a permanent solution for the problems of the exporting countries, including those of the Commonwealth.

It was proposed that a conference of the principal exporting and importing countries of agricultural products should be assembled in the comparatively near future to consider these world-wide agreements. Commonwealth countries would have participated in these talks which could have taken place before the accession of Britain to the EEC.

That was the long term policy envisaged regarding the interests of the EEC and the farmers of the Commonwealth. In the short term provisional agreement had been worked out last August on Commonwealth cereals. When the Brussels talks broke down last month, Britain was working on special arrangements for New Zealand products and Commonwealth processed foods.

The items in "The Voice of the Commonwealth" are contributed and do not necessarily reflect the views of the Editor of "The Sphere"

In Kingston, Jamaica, Mr. Edward Seaga, Minister of Development and Welfare, signs the contract for the establishment of television services in Jamaica with a Managing Agents Consortium consisting of Thomson Television (International) Ltd., Television International Enterprises Ltd., and the National Broadcasting Company of America Ltd. Looking on are, from left: Mr. Begg, of the Managing Agents Consortium; Mr. Grant, Jamaican Attorney-General; Sir Alexander Bustamante, Prime Minister; Mr. Hendriks and Mr. Levy, both of the Jamaican Broadcasting Corporation

Lord Dalhousie (centre), Governor-General of the Central African Federation, talks in Salisbury with Sir Athol Evans, Secretary to the Federal Ministry of Home Affairs, and Lady Evans, after presenting him with the warrant of dispensation and insignia for the knighthood he received in the New Year's Honours. Sir Athol's daughter Jane is left and right is Mr. Greenfield, Home Affairs Minister

Sir Charles Maclean, Chief Scout of the Commonwealth, examines a model made by members of one of the Nairobi Troops at a rally near Nairobi, in Kenya. **Right:** He looks at knots tied by Cubs from a blind school. Sir Charles is currently on a tour of East Africa

WEALTH

The Queen with Commonwealth diplomatists in Wellington during her tour of New Zealand. From the left they are: Mr. K. M. Kaiser, the High Commissioner for Pakistan; Mr. G. R. Heasman, the High Commissioner for Canada; Sir Francis Cumming-Bruce, the High Commissioner for the United Kingdom; Mr. D. A. Cameron, the High Commissioner for Australia, and Mr. B. K. Massand, High Commissioner for India

GHANA

Tourist figures, and future plans for reaching the 30,000 target

A total of 14,956 tourists were handled by the Ghana Holiday and Tourist Agency between February last year and January this year.

Of this figure, British nationals topped the list with a total of 5,130 tourists followed by American nationals with 2,416.

A total of 285 tourists from African states visited Ghana. Others included 950 Italians, 933 Russians, 715 Germans and 537 French nationals.

The Akosombo dam site, the country's historic castles, the Mole Game Reserve at Damongo in the Northern Region and the Amedzofe hill resort in the Volta region were among places of interest which most of the tourists visited.

It is expected that 30,000 tourists will be visiting Ghana annually when the Government's hotel programme and the Agency's projects are completed by the end of next year.

Negotiations between the Ghana Holiday and Tourist Agency and a West German architectural firm for the development of a £55,000 amusement and recreation park in Accra are almost completed and work on the project will start in May this year.

The park will have modern recreational amenities including a cinema, a casino, a merry-go-round and a chain of carrousel and dancing bars.

In London Sir Thomas Macdonald, High Commissioner for New Zealand, hands over boxes made of New Zealand woods to Mr. S. A. C. Foster, Counsellor, Sierra Leone High Commissioner, for use in the Sierra Leone House of Representatives

UGANDA

Signature of the newly independent country's first Foreign Treaty

The signing took place recently in the Parliament House, Kampala, of a Treaty between the Governments of Uganda and of Israel. The signatories were the Prime Minister of Uganda, Mr. A. Milton Obote, and the Israel Foreign Minister, Mrs. Golda Meir.

The Treaty was the first of its kind which Uganda has signed since Independence.

Under it, the Government of Israel agrees to make available to the Government of Uganda, a number of scholarships in various specified fields, and to provide certain experts, advisers and skilled workers as may be requested from time to time by the Government of Uganda.

Some of the particular fields agreed as being suitable for co-operation and mutual assistance are agricultural development, public health, education, transport and the development of natural and industrial resources.

BOOK REVIEWS

The roots of modern India and the contemporary scene

THE FOUNDATIONS OF MODERN INDIA by K. M. Panikkar (Allen and Unwin. 25s.) should become a standard work for those seeking to understand the evolution of modern India. The author begins with a survey of his country's inheritance from Hinduism and the Hindu Reformation, from Islam and Christianity and from the era of British rule. He then examines the new India and its problems. Although much of the land's political philosophy has been drawn from the West, Sardar Panikkar believes its people are now participating in a great experiment, an attempt to achieve a true synthesis between Eastern and Western values. If this is successful a historic transformation may be effected for Asia and the rest of the world.

Contemporary India is the theme of INDIA 1962, the Annual Review of the Information Service of India, London (obtainable from India House, price 3s. 6d.). It is packed with information about all aspects of life in India. Mr. M. C. Chagla, the High Commissioner, contributes a foreword in which he frankly faces the facts about the invasion of India by China. Further on, there is an essay on what India means by the " philosophy of non-alignment." Businessmen can learn all about industry, banking and trade relations and potential travellers of the growing tourist business. Not the least interesting are sections about Indian wit and humour, about bird migration and about the philatelic field for Indian stamps.

For workers in a big city there is always the problem of lunch. This automat, called Horn and Hardhart, is at the junction of West 57th Street and Eighth Avenue

"Men, thinly scattered, make a shift, but a bad shift, without many things. . . . It is being concentrated which produces convenience."—Samuel Johnson

NEW YORK

Behind Manhattan's famous skyline lies a diversity of people and activities, of which Dr. Johnson, a lover of city life, would have approved. These photographs, specially taken by **John Blomfield,** *are one man's view of New York's distinctive urban life*

Uptown on First Av
buildings are jostled b

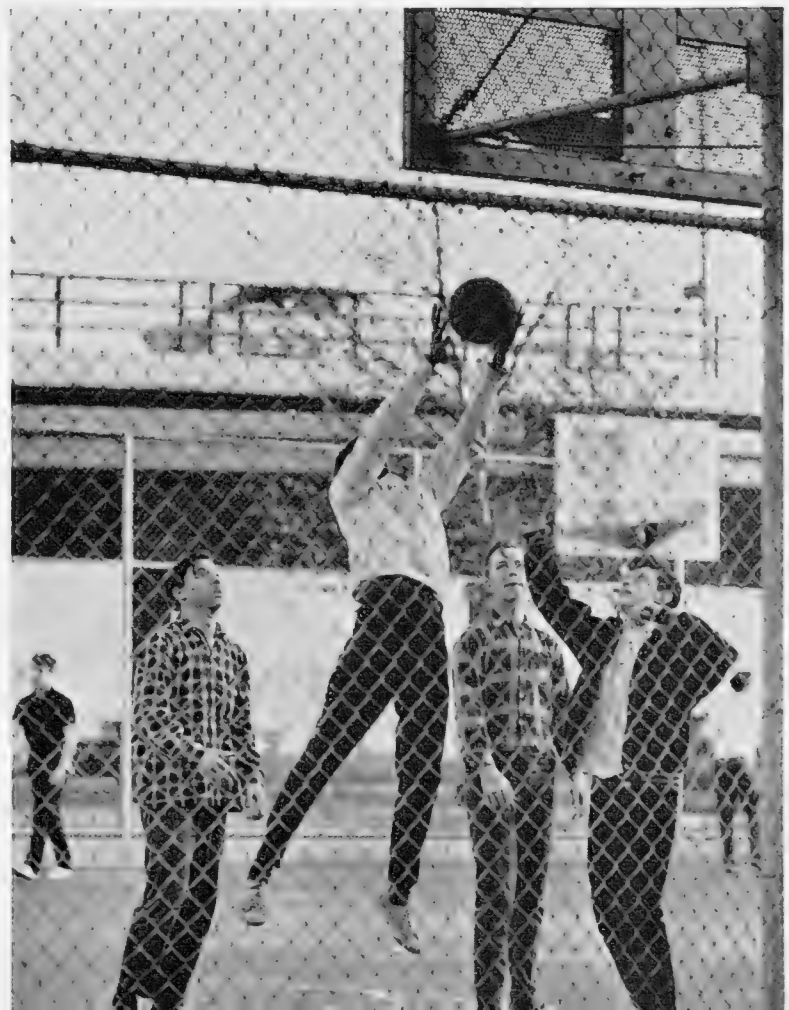
In winter sunshine on Fifth Avenue, pedestrians wait to cross, thus obeying the notice on the traffic lights to "Help hold holiday accidents down—cross only at corners." The trolley garment frame is used to transport clothes to one of the big stores

enue, old four- and five-storey walk-up tenement
y new 14- and 15-storey elevator apartment blocks

When the sun shines, some take to balloons in the park and others to roller-skates in the street

Indoors, there is the swirl of a merry-go-round of a funfair attached to a circus at the Coliseum

In the great outdoors, you can go fishing in the Hudson river or, **right**, play basketball in one of the city playgrounds. Behind is a highway linking Manhattan to the outer suburbs



The K is in Parking. The signwriters are at work at a car park near the New York City Centre

Nuns out for a brisk walk cross Madison Avenue. The Avenue and its cross streets, with their stores, bars and restaurants, are usually full of passers-by. And all New York is full of traffic

A workman is constantly

THE CITY LIFE

(*Continued from previous page*)

In the Puerto Rican district, a mother adjusts her sock while her children discreetly watch the traffic

Uptown in Manhattan, two old men stop for a chat during a walk along the side of East River

3.30 in the morning and a taxi firm washes its vehicles in its garage in the Westside Docks. **Above:** A small Puerto Rican girl sits on a pile of luggage in Fifth Avenue, while her parents vainly look for a taxi

ects traffic as building materials are unloaded on Sixth Avenue. Manhattan anging. The average life of a skyscraper is measured in tens of years

Bel : Are they thinking of the words of the song—" Down Central Park we'll stroll " ?

A December Sunday in Central Park and people enjoy the winter sunshine as they watch the skating on the special ice-rink. **Below:** Office workers on their way home in the fading evening light

BRIAN VESEY-FITZGERALD

PERSONAL AND PRIVATE GRAVESTONES

How should I your true love know from
another one?
By his cockle hat and staff, and his sandal
shoon.
He is dead and gone, lady, he is dead and gone.
At his head a grass-green turf, at his heels a
stone.

Thus, William Shakespeare in *Hamlet*. Life was pleasantly uncomplicated then: " at his heels a stone," and nobody to tell you what sort of stone nor what to put on it. But today: well, today, the complications are endless.

What sort of stone? So far, this seems to depend upon what part of the country you are buried in. In the Southwell diocese, for example, memorials of marble or other foreign stone are barred without special permission: and it is made pretty clear that permission is unlikely to be granted. It would appear that The Council for the Care of Churches would like to see this ruling applied to the whole country. " Buy British " seems to be the slogan: patriotic, if a little jingoistic. What to put on the stone? There does not seem to be any definite ruling about this: not yet anyway. So it would seem, it really would seem, that you have got to take account of the particular bee buzzing in the bonnet of your vicar.

No need to comment here on a consistory court's order, in support of a vicar, to a widow to remove the words " For ever in my thoughts " from her husband's memorial in a graveyard. There has been comment enough, hostile and satirical, in the Press and on television. What has interested me are the reasons put forward in defence of that decision in certain quarters. One reverend gentleman, writing in *The Times*, said (and I quote): " A churchyard is a public place: it is also consecrated by Christian rites and permanently set aside for the purpose. It follows that memorials and inscriptions must be dignified, not too tenderly personal and private or contrary to Christian sentiment." On the face of it, that seems reasonable enough. But who is to decide what is dignified? The taste of one generation may be the abhorrence of another. Who is to draw the line between tenderly personal and too tenderly personal? Even the term " Christian sentiment " is, I suspect, open to interpretation.

I make a point of visiting the church and wandering round the churchyard whenever I go to a town or village for the first time. I am wholeheartedly in favour of the personal and private, and I do not mind in the least how tenderly personal and private. Consider this:

Stranger, here lies
Ann Poverty.
Such was her name
And such was she.
May Jesu pity
Poverty.

Undignified? Too tenderly personal? Contrary to Christian sentiment? I do not know. But I like it and I think that that graveyard is the richer for it.

Maybe the famous epitaph of the Hampshire Grenadier at Winchester is contrary to Christian sentiment. But, believe me, it contains some jolly sound advice and must have proved invaluable to generations of young men.

This, I suppose, would certainly be described nowadays as contrary to Christian sentiment:

Milk and water sold I ever.
Weight and measure gave I never.
Woe! Woe! Woe!
To the Devil I must go.

But East Barton churchyard is the richer for it. You get a real picture of the man and of the village in his day. And what about this one from Zennor?

All that pass by, pray cast an eye.
As you are now so once was I.
As I am now ere long you'll be.
Therefore prepare to follow me.

Nothing contrary to Christian sentiment there, surely. A bit personal, perhaps, but not tenderly personal; admonitory, in fact. But would it pass now?

Walter de la Mare had a fund of these epitaphs. Here is one—I believe it is from a Gloucestershire churchyard—which I took down at his dictation:

Here lies my wife,
Susannah Prout.
She was a shrew
I don't misdoubt.
Yet all I have
I'd give, could she
But for one hour
Come back to me.

No doubt about that. It would not stand a chance: much too tenderly personal. But it is, I think, one of the loveliest I know. I suppose too tenderly personal, too, would be this single line (you will find it at Sparsholt) to Lady Buckston Browne from her husband: " She never at any time brought grief upon me save when she died." And this—I do not know where it came from: I copied it at some time and have lost the source—is this too tender?

Be very quiet now.
A child's asleep
In this small cradle
In this shallow deep.

There is history, too, in epitaphs in British churchyards, in village churchyards. How much of our national history is engraved in village churchyards! Family and social history, too. In Cadnam churchyard on the stone of William Mansbridge, the date 1703, you will find this:

Stop, reader, pray and read my fate,
What caused my life to terminate.
For thieves by night when in my bed
Broak up my house and shot me dead.

Times have not changed much!

There is humour, too, in churchyard epitaphs: any amount of it, from broad rustic humour to the genuinely witty. My favourite—again I do not know where it came from, having lost the source: but, judging by the name, from Kent and probably from the Maidstone district—is this:

G. Winch, the brewer, lies buried here.
In life he was both (h)ale and stout.
Death brought him to his bitter bier
And now in heaven he hops about.

That certainly would not stand a chance: more's the pity.

What are we coming to? On John Small the cricketer's stone at Hambledon are these words:

Praises on tombs are trifles vainly spent,
A man's good name is his best monument.

That is true—if you have got a good name! But then no one speaks ill of the dead: it isn't " done." So all that would be needed, and this would appear to be the object of the exercise, would be stones (British, of course) of uniform size, bearing just the name and the date: long, disciplined rows of them, forming neat and tidy, characterless churchyards. How horribly dull! Must we really be dragooned by a dog-collar dictatorship?

Taking the annual census of deer in Richmond Park. Lines of feed are spread out on the ground and as the deer line up so they can be counted. This year over 500 were counted

For the fourth time in four centuries thick ice on Lake Constance permits the procession in which a wooden bust of St. John is carried

Some of those who took part in the procession

PROCESSION ON ICE

A very rare religious occasion in the very cold weather

By **John Steel**

The extreme coldness of the weather in many parts of Europe in the past weeks can be judged from a report from Lake Constance which is bordered by Switzerland and Germany. The lake is very rarely frozen hard enough for people to walk right across it. As far as is known there have been only three occasions before this year when this has been possible. Last month for the fourth time in four centuries a wooden bust of St. John the Evangelist was carried in procession over the lake between Hagnau, in Germany, and Münsterlingen in Switzerland. Its home can only change when the lake is frozen sufficiently hard for the ice procession to take place.

The records show this ceremony to have taken place as far back as 1573—though this may not have been the first occasion. The bust of the Apostle was solemnly borne over the frozen waters from Münsterlingen to Hagnau. There it remained until 1673 when ice and frost permitted it to be returned in the same manner. The procession back could not be made until 1830. In 1880 the surface of Lake Constance froze very hard again but not firm enough to warrant a St. John procession.

So 133 years have elapsed before the bust has once more made the journey over the lake. And few weather prophets would care to forecast when it will return from Münsterlingen to Hagnau. Tradition has it that whichever of the two towns possesses the Saint will be assured of an excellent harvest and an abundant fruit crop.

The procession arriving in Hagnau in 1830—from a contemporary print

Another contemporary impression of the 1830 ceremony

TRAVEL

CITIES THAT ARE DIFFERENT

By **GORDON COOPER**

Anyone who remembers, as I do, the appalling scene of devastation which represented the German Ruhr in 1945 might well have thought that this outstanding industrial area of Germany had been completely eradicated. But today, its various cities have not only more than recovered their former specific character, coming from the wealth of coal seams and ore deposits as well as an agglomeration of industries, ranging from the chemical industry to the production of razor blades, but their citizens have created places in which it is a joy to live. They are cities that are different.

You might well think that the average holidaymaker will hardly be attracted to a 50-mile stretch between Duisburg and Hamm —the two extremities of the Ruhr—with no line of demarcation between the intervening towns. They merge into one another and make up a single community with a population of millions. But several of the separate cities well repay the tourist in sightseeing appeal, and the motorist especially would find a few days spent there rewarding. Incidentally, the Ruhr has over 30 opera houses giving performances, and there are also some outstanding art galleries.

It is surprising, too, to find that the surrounding landscape of the Ruhr is really beautiful. Where the colliery wall ends, the ploughed field begins. Bordering on the slag-heap, are meadow and flourishing forests. In addition, modern town planning has allowed for attractive green belts in the cities themselves.

Duisburg, at the confluence of the Ruhr and Rhine, is the largest inland river port in the world. Trips can be made round the harbour with its thousand-plus installations and its unique loading conveyor which handles 10,000 tons daily. Some medieval churches, a Municipal Arts Museum (modern art), a zoo with the largest aquarium in Germany, and the Bertasee (lake) are other attractions of a city which more than any other in the Ruhr has its character most distinctly outlined. Opposite the Opera House stands the Duisburger Hof, an hotel which enjoys a good reputation.

Essen certainly should be visited. It is a city equally famous for its industries (Krupp) and its cultural life. It possesses many ultra-modern buildings, fine blocks of flats, and a shopping centre free of wheeled traffic. Its Minster (A.D. 852) has a fine atrium and many rich treasures, including an outstanding and famous Golden Madonna (tenth century) and an important collection of processional crosses. One of the best collections of French Impressionist paintings can be seen in the Museum Folkwang, especially notable being the works of Renoir, van Gogh and Gauguin.

Looking across the Baldeneysee, the six-mile-long lake to the sout

The cathedral and railway station at Cologne. Much of the centre of the city had to be rebuilt because of war damage

of Essen. This is an area of the Ruhr which forms a great garden landscape

Beyenburg lies in the valley of the river Wupper and is surrounded by tree-clad hills

While the north of Essen is heavily industrialised, the south, with the Ruhr valley, forms a great garden landscape. The popular Gruga Park is a most attractive open space, with fountains and modern statues. Outside the city there is the six-mile-long Baldeneysee lake, where at the lakeside restaurant, Die Schwarze Lene, I enjoyed a superb lunch, with a glorious view over the lake. I then felt able to visit the amazing and exceedingly pompous Villa Hugel, built by Krupp in the days of the nineteenth century when it was the custom to make these rather vulgar displays of wealth. Still this huge building—hardly a home—is a distinct period piece. In Essen I lodged comfortably at the Hotel Handelshof, while the Essener Hof is noted for its cuisine and still offers the fine old atmosphere of the days before the First World War.

My last choice of a Ruhr city must be Dortmund, the largest town in Westphalia and known especially to the outside world for its beer. The city is famous also for its great open spaces and parks. In one of these is the tall Florian Tower, which has a restaurant that slowly revolves at its summit, offering fine panoramic views. The Westfalenhalle is the greatest hall building in Europe, with a capacity for 23,000 people. A very attractive spot is the Romberg Park, while nearby is the Bitter Mark, a wooded area in whose heart is a most striking war memorial. It commemorates 268 Resistance fighters from seven nations, who were killed on Good Friday, 1945. Their graves lie near this building, with its grim motif, but inside is the grave of one Frenchman. An annual service is held here.

Within easy reach, too, of Dortmund is a hill called Hohensyburg. This is one of the most important ancient monuments in Westphalian history, and its wall-fortress fell to Charlemagne in 775; he built a castle on the summit. There is also a colossal memorial statue to Kaiser Wilhelm I.

Although Wuppertal is not strictly in the Ruhr, but lies in the adjoining Bergische Land, of which it is the largest city, I consider it should be included in any itinerary of this part of Germany. The town, centre of Germany's artificial silk industry, straggles along a six-mile stretch of narrow river-valley, along which runs the unique Schwebahn, an elevated suspension railway. This overhead railway, which glides through the air almost like a low-flying aeroplane, takes its passengers past the places where people work and live, offices and department stores, and all the throbbing life of a great city. It is over 60 years old, has carried nearly 1,000,000,000 people, and is probably among the safest means of transportation on earth.

You can travel by this overhead train to reach the Wuppertal Zoo, with its 3,500 animals from all over the world, housed in a park that surely offers the finest landscape of any animal-park. The aquarium is especially interesting, while you will find numerous rare trees and in the spring a feast of colour from the flower-beds planted with 100,000 tulips and daffodils. I was enchanted with the scene.

Wuppertal also boasts the most up-to-date covered swimming-pool in Europe, and a fascinating clock museum. Its night life ranges from an excellent opera to old taverns and "gemütliche" wine inns. Nearby is Altenburg.

There you can lunch very pleasantly at the Altenburger Hof. Then, not far distant, are the attractive cities of Cologne and Düsseldorf. Altogether, the Ruhr merits tourist attention.

For further information: German Tourist Information Bureau, 61 Conduit Street, W.1.

Another view of the Baldeneysee near Essen

HOTELS OF CHARACTER

Trust Houses "are as varied in atmosphere and character as the English landscape itself." So writes Jean Wakeman in the introduction to her TRUST HOUSE BRITAIN *A Guide To Where To Stay and What To See* (Hodder and Stoughton 12s. 6d.), and she proceeds admirably to prove her point. The book is divided into geographical sections, with features of each locality described. Excellent illustrations embellish the text and show the wide variety and in many cases architectural importance of the 200 hotels. The one common denominator is the high standard of service. She relates the part played by Trust Houses in the revival of the English Inn and one has no doubt they will continue to contribute to the development of Britain's hotels. This book should find its way into the pocket of every car, along with the other essential reference works.

BOOKS

SPIES AND MURDERERS

Eric Ambler's new book of essays; biography of Picasso; the Birmingham Rep; new fiction

As it is always pleasant to start a column by announcing a piece of good news, I can tell you that there is a new book by Mr. Eric Ambler: very good—though absolutely different from his others. It is, in fact, a collection of essays on THE ABILITY TO KILL (Bodley Head. 16s.), including four " Lizzie Borden Memorial Lectures," dealing with crime in England, Scotland, France and Criminal London. The main themes are the mentality and the performance of notorious murderers but perhaps the wittiest and most entertaining chapter is devoted to *Spy-Haunts of the World*, which purports to be a Realistic Guide for the Romantic Traveller. Mr. Ambler writes that the accepted definition of a professional spy is " one who, having been born a citizen of country A, is employed by country B to spy on country C, or vice versa, or both, is domiciled in D, and holds a passport from E. He, or she, pays income tax in none of them." He also gives a useful scale of what he calls " *louche*-rating " of spies, starting with " I wonder who pays for his/her clothes " to " I feel I ought to warn some authority about him/her at once," or the final top rating of " I must get to a telephone." Played by Mr. Ambler's rules, spy-spotting appears to be a fascinating if materially unrewarding process. It would be an advantage to have some of his humour, too.

The latest biography of Picasso is by Mme. Antonina Vallentin, art critic and writer who, until her recent death, was also a close friend of the painter. PICASSO (Cassell. 30s.) is therefore a book with the double value of contributing acute and knowledgeable criticisms of his work and the shrewd insight of someone who knew him long and well. Mme. Vallentin's chief gift to readers, however, was to trace the development of the painter's career with such shrewd insight and sympathy. This is no catalogue of house-movings, of love affairs, of births and deaths, though all these have their part in the story, but it is more the record of his changing style, his " fiery virtuosity " and the expressions of his genius.

John McCormack was born a poor child in a modest Athlone home; he died as a Papal Count, honoured for his glorious singing all over the world and known variously as the Millionaire Singer, the British Caruso and the greatest lyric tenor of the century. When he died in 1945, a few months after his sixty-first birthday, they found, scrawled on a note pad, the words: " Now, like the old Irish minstrels, I have hung up my harp—for my songs are all sung." He had indeed lost that magnificent voice three years earlier and even for speaking had only a hoarse whisper left. But before that he had had a career of fantastic success, had made a big fortune and spent quite as much as he made, had travelled and been acclaimed in scores of countries and had made a happy and enduring marriage. In JOHN McCORMACK (Robert Hale. 18s.) Mr. Raymond Foxall recounts the progress of this Irish meteor and gives the reader a vivid impression of his mercurial nature.

IAN McSHANE as Johnnie and Hilda Fenemore in a scene from *How are you, Johnnie?* This new thriller by Philip King, about the death of a policeman, opened at the Vaudeville Theatre, London, last week

THE NUMBERS CAME (Putnam. 21s.) is the fifth volume in Mr. Rupert Croft-Cooke's autobiographical series, in the course of which he is demonstrating, amongst other things, that his command of memory is almost as powerful as Sir Compton Mackenzie's. The present book opens at the time when the author was 21 and determined on a career of writing though " as ill-qualified as any literary Dick Whittington." It ends, though with a promise of future books of the kind, with the author, three years later, discussing the possibility of opening a bookshop and, between times, we have had some lively reminiscing about his precarious career, his friendships and the intellectual and social atmosphere of the times.

UNWANTED WIFE (Jarrolds. 25s.) is a defence of Mrs. Charles Dickens by Hebe Elsna, whose first attempt at a biography this is and who has made a lively and convincing thing of it. Poor Catherine was indeed, in the Victorian idiom, a much wronged woman. She had been cast out of her husband's house and this with the connivance of a once beloved sister. She had to endure calumny and to be often parted from her children. In many ways she is an admirable choice for a campaign for rehabilitation.

Mr. Ion L. Idriess is an Australian writer and there is about Australian writers an extraordinarily individual air—and impact. Nobody who has ever got through even such an elementary exercise as *Reading Without Tears* could possibly mistake the work of one of these forceful scribes for the work of—say—an Englishman, an American or anyone else using the same language. MY MATE DICK (Angus and Robertson. 21s.) describes an exploring, prospecting, wholly adventurous

---

NOT PEACE IN THEIR TIME

A study of appeasement in Britain

" War was declared, but appeasement lived on." In their history of British policy towards Nazi Germany Martin Gilbert and Richard Gott show how, long after the first sirens had sounded, there were still men and women willing to ensure that the rift with Germany was not beyond quick repair, that " support and assistance " to Poland, so hard to define, would remain easy to evade. THE APPEASERS (Weidenfeld and Nicolson. 42s.) is a straight-from-the-shoulder book compiled by two young men; at the time when hostilities began one of them was a baby in arms and the other three years old. There is nothing to be ashamed of in that or in the extent of their research, for Messrs. Gilbert and Gott have delved deep into this age of " the decayed serving men." Their final illuminating chapter, with its final sentence, revealing the manner of the political eclipse of Sir Horace Wilson, is drama indeed, perhaps a trifle un-British, but undeniably effective.

When we are confronted in the column of a Washington correspondent of a London daily with the thought that the American President might have to push the button and doom 40 to 80 million Americans to death in the interests of western defence, it seems we have reached a new stage in human madness. But this is the sort of thinking that has been going on, and it is reflected in the jargon it engenders; " Acceptable deaths " and " the cut off point in carnage " are particularly nauseating examples. Ralph Lapp, a nuclear physicist, has given a great deal of thought to the dilemma. In KILL AND OVERKILL: THE STRATEGY OF ANNIHILATION (Weidenfeld and Nicolson. 25s.) he describes the forces behind the accelerating arms race, and offers at least a few hopeful suggestions on what might be done to reverse the trend towards a nuclear showdown, to make a policy that sees beyond the insanity of a missile megaton arms race.

Mr. Herman Kahn is another writer who sheds an agonising light on the nuclear war problem. THINKING ABOUT THE UNTHINKABLE (Weidenfeld and Nicolson. 25s.) makes a powerful case for world government as the only possible solution, as opposed to some current political thinking which sees the secret of world security in the possession of a well-nigh indestructible weapon. At the end of the volume the author outlines some 14 alternative national policies ranging from an act of renunciation in the Quaker tradition to the strategy of preventive war. Here is an exhaustive enumeration of hypotheses; and very exhausting it is too, as well as alarming.

Events have rather caught up with compilers of books on Britain and the Common Market. Drew Middleton's THE SUPREME CHOICE (Secker and Warburg. 30s.) pledges itself unhesitatingly to the need for Britain's entry, calling it indeed her last chance to play a role in the world commensurate with her glorious history. Those who support entry can only regret that these trenchant chapters have come so late in the day. Those of the other persuasion can breathe a sigh of relief, for this candid friend of Britain, the head of the *New York Times* European Bureau, is nothing if not persuasive.

John Morris's A WINTER IN NEPAL (Hart-Davis. 30s.) is an enchanting book about one of the world's least-known lands, and one that is very much in the limelight sandwiched as it is between China and India. Mr. Morris, however, dwells only briefly on Nepal's possible political plight. This is a record of his journeying over 400 miles on foot at the age of 65 through a country which he had known in younger days as a member of the 1922 and 1936 Everest Expeditions. The author has brought back some wonderful photographs which lend added pleasure to his work.

John Bowman's CRETE (Secker and Warburg. 25s.) is No. 1 in the new series of Albatross Guides which is beginning by concentrating on islands of the Mediterranean.

FRANCE ON 10 WORDS A DAY (Souvenir Press. 15s.), is by H. McCarty-Lee. The instructional intent is serious; the method of presentation flippant, but withal effective.

Richard Edmonds

journey undertaken by the author before the first world war with his mate, when the adventures were very real and equally unpredictable and when some of the hazards of this extraordinary country were first faced by equally remarkable men. A book to cherish for anyone who has a real interest in the great, mysterious country of Australia.

Spring and its season means a great deal even to people who live in cities; it is life as against near-death to people who inhabit the country and to all of us it has been heralded by bird song: true, actual, reviving bird song. Now, in her new and important book Rachel Carson writes about the ominous fact that spring is strangely silent because so many of the birds are dead—incidental victims of our attempt to control pests by chemicals—and also about a part of nature which is threatened; fish, earth and possibly man, by man-made poisons. SILENT SPRING (Hamish Hamilton. 25s.) is a sensational book to be read by everyone with an interest in survival, and a deal more important and immediate than even a discussion of nuclear deterrents.

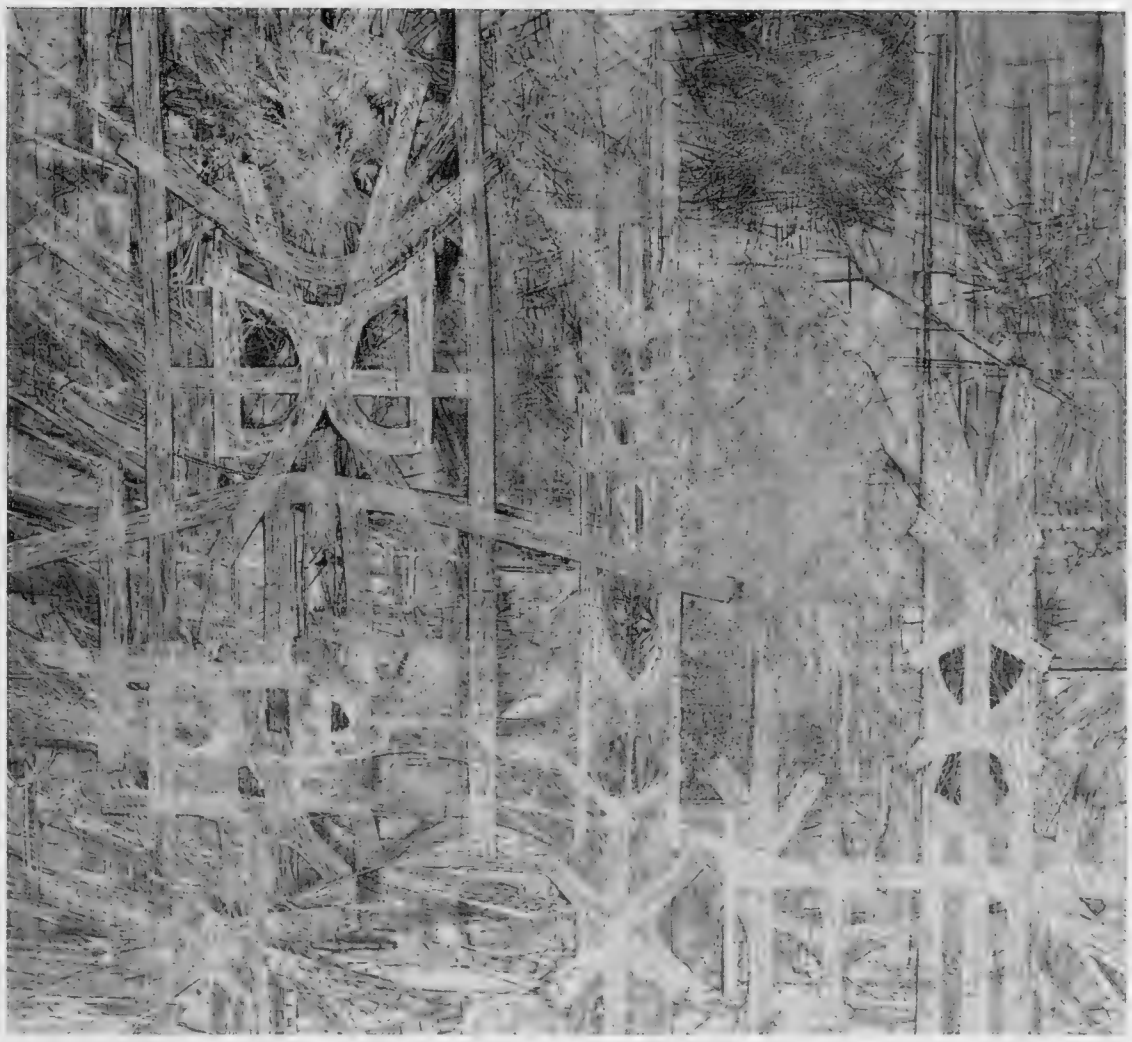
Laurence Olivier, Margaret Leighton, John Neville, Ralph Richardson, Cedric Hardwicke, Albert Finney, Paul Scofield and that incomparable speaker of verse, Felix Aylmer, are just a few of the people who have served an apprenticeship in the great provincial theatre company founded and first directed by Sir Barry Jackson. Now the distinguished theatre critic, Mr. J. C. Trewin, has written the history of THE BIRMINGHAM REPERTORY THEATRE —1913-1963 (Barrie and Rockliff. 30s.), and a marvellous account of theatrical history in the making it turns out to be. No one with a true interest in the English theatre and in what, in my opinion, makes it better than the theatre of any other country, can afford to miss this record of actors, directors and indeed plays in the making.

It has always puzzled me that books of etiquette should, in the past, have had such a wide and successful circulation (example always being stronger than precept in my view), but so it is, and the latest one is Miss Barbara Cartland's ETIQUETTE HANDBOOK (Paul Hamlyn. 5s.), a neatly shaped and bound book which would not make a bulge even in a dinner-jacket pocket and which includes some coolly sound sense in its pages of sometimes exotic advice, as on how to receive royal guests at a wedding.

THE CHARMS OF LOVE (Faber. 21s.) is not by any standards a guide book but a study, by Dr. Edward S. Gifford, of the extremes to which men and women have gone in order to win love or acquire lovers, by drugs, subterfuges, amulets or other means. The book contains chapters on love potions, love prayers, love magic and four extensive chapters on various aspects of aphrodisiac means, the object of all these devices being to win a reluctant companion. One can only, therefore, recommend the book to those persons who wish to win, by any means, such a reluctant companion.

The detective stories of the week are, first, NO HIDING PLACE (Gollancz. 15s.), by Mr. Edwin Lanham, with a New York setting, a painful theme of a divorce and unintentionally abandoned children and all the force which this author normally puts into his work —plus a little extra, which makes it a remarkable story. THE DEAD DON'T SCARE (John Gifford. 10s. 6d.) is by Mr. Piers Marlowe; deals with a pretty girl, bank robbers and police investigation and is not especially thrilling. BORN VICTIM (Gollancz. 15s.), on the other hand, is much better than I would have expected it to be, not because I do not admire Hillary Waugh's writing and invention but because I always deprecate stories about child kidnapping or murder. It is very good, nevertheless—even recommended.

Vernon Fane



"Silence at Sharpeville," a large abstract oil painting by Jimmy Ernst, dated 1962

"Two Girls," by Raphael Soyer

ART U.S.A. NOW

at the Royal Academy

On its world tour, the Johnson Collection of contemporary American paintings has arrived at the Royal Academy. It is formed by one painting apiece bought from 102 leading American artists by S. C. Johnson and Son, the wax-making firm, and chosen by Lee Nordness. As a result of this munificent gesture, the collection is a cross-section of the exceptionally fertile art scene in the U.S., which is being toured as a gesture of international good will. Almost all of the works were done in the last three years. The careful balance between abstract and figurative in a multiplicity of styles shows that not all modern American artists are uncompromising abstractionists.

"Incubus," a large oil by Hiram Williams, dated 1961

LEADERS OF BRITISH INDUSTRY

Photographed by Tom Hustler

W. A. de Vigier

Mr. de Vigier is the founder and Chairman of the Acrow Group of Companies, which today has 19 divisions and subsidiaries, with interests in engineering, plastics and agriculture in 86 countries. When he arrived in Britain from Switzerland in 1936 he had only £50 to found Acrow, but he caused a revolution in the building industry by introducing an adjustable steel prop to replace the wooden supports in use at the time which had to be cut and fixed for each job separately. Born in Soleure, Switzerland, in 1912, William Alphonse de Vigier was educated in that country. He is married, with two children, both of whom are girls, and now lives at Mill Hill, London. He is often abroad on business and averages approximately 80,000 miles of travelling every year. Mr. de Vigier was awarded the Swedish Northern Star for his services to Sweden. His relaxations are ski-ing, swimming and tennis

WHITHER THE SCIENTISTS?

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

Some years ago, when the question whether Britain was losing too many scientists to America through emigration first caught public attention, the Government was inclined to pooh-pooh the whole idea. Its scientific departments looked out some of the broad figures; they pointed out that some of " the alarmists " were ignoring the fact that this was a two-way traffic, in which scientists and other graduates were steadily moving in both directions, and that it was difficult to draw a balance of talent. These advisers thought the migration worth keeping an eye on, but nothing to worry about. Their unconcern would have been rather more absolutely convincing if at about the same time the Atomic Energy Authority had not begun to send out what has since become an annual civil service board to the United States—specifically to try to recruit back some of the earlier scientific emigrants with experience in its own field of work. In later years, some other industries that need large numbers of research personnel have joined it in this endeavour to attract back departed talent.

In the meantime though, the direct effort to recruit highly-trained scientific personnel from Britain—and elsewhere in Europe—for American research institutions, academic and industrial, has also become more intense and systematic. You can see some overt manifestations of it in the careers columns of your Sunday newspaper. Representatives of some American employers are joining the annual " University rounds " that many top British firms have been carrying out for some years now (at a time when the pressure of opportunities from within Britain even for the good graduate is perhaps not quite so perfervid as it was two or three years ago). The Royal Society has just published the results of a survey it has made of the emigration of Ph.Ds. (Doctors of Philosophy) and university staff in certain scientific fields—probably the most highly qualified group of scientists whom British education turns out. These figures look more disturbing than the Government's scientific advisers' views upon the emigration, up to 1958, of scientists as a whole.

The survey suggests that recently the rate of emigration of these scientists with higher degrees has been about 260 a year from Britain—i.e. some 12-14 per cent. of the total number who get these higher degrees emigrating permanently. If one takes in also those who go abroad after getting their higher degree for further university training, then the departing proportion of university " output " rises to more than a third. Most of these, presumably, come back, but possibly after a lengthy interval. The Society thinks this rate of emigration has trebled in the last five years. This is a fairly sizeable outflow of the highest-trained people British scientific education produces; and while the Government used comfortably to assume that there was a balancing two-way migration, the Royal Society says that permanent emigration of this top class of scientist from the United States to Britain is " negligible." None of these figures is conclusive; moreover, it is not easy to suggest how one can persuade scientists to stay at home. But the outflow is clearly more of a drain upon our limited facilities for first-class scientific training than we had assumed.

Rather a high proportion of the first-class scientific emigrants from Britain seem to go to do basic research in educational or other non-industrial institutions, though the even higher salaries and exciting development opportunities in some of America's science-based industries have taken their toll of British talent, too. Where British opportunities seem to compare least well at the moment is in some of the scientific departments of universities, where professors and senior staff would ordinarily count upon doing both research and teaching. Thin on the ground for staff, and anticipating a steady growth of demand for teaching through sheer growth in numbers of students, some such departments are, moreover, far worse off for advanced equipment than their opposite numbers (often former colleagues) in the United States. In Britain, they have the chance to do neither research nor teaching really well.

This may seem simply a problem of educational finance, only indirectly related to industry's needs. But it does strike at one of Britain's conventional assumptions about scientific progress in this country: that we are relatively well placed as regards basic research, and that our weakness occurs in its application to industry. Is this pattern changing?

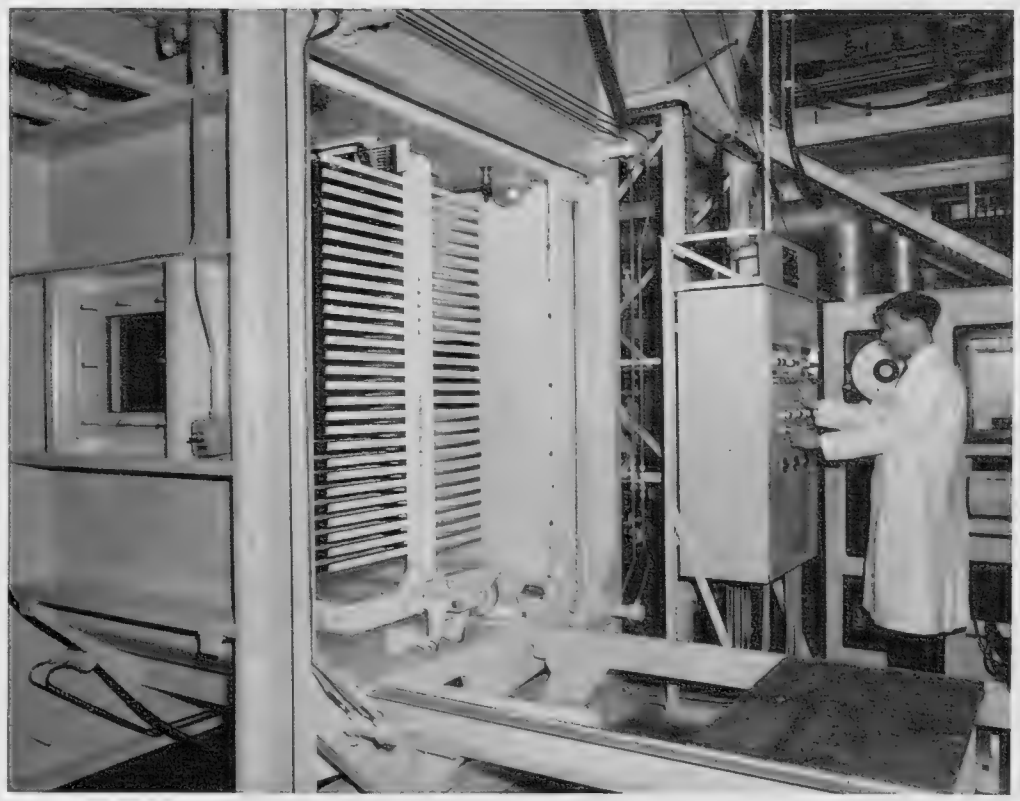
Over the last five years, it probably could be argued, the amount of effort put into the application of scientific advances to British industrial technique, at least by industry itself, has certainly risen sharply. There has been an increase in the total spending on research and development in industry, from £300,000,000 in 1955-56 to about £634,000,000 in 1961-62. This will partly have been a matter of rising costs, but it still denotes a significant real increase. But the most notable change has been that whereas in 1955-56 the Government, in one way or another, was paying for about 74 per cent. of British research and development, today its share of the bill is of the order of only 61 per cent. Industry itself, paying for a much larger share of a growing total, is spending about three times as much as it did five or six years ago on keeping its technique up to date.

At the same time, there has been some shift of Government effort out of the purely military field. Its support to the aircraft industry, for example, has become more carefully measured so far as actual spending goes; but at the same time less confined to strictly service needs, which have more and more branched off into rocketry and away from aeroplanes. The supersonic project with France; the continued research of the Atomic Energy Authority; the new advance in development of a nuclear marine propulsion unit; these are large-scale examples of Government backing of what will begin and remain civilian projects. At the more modest level of development, contracts for specialised machine tools, control systems, and computer technology, the Government has been ploughing money into getting science applied in British industry.

There is probably scope for a good deal more of this, as the National Economic Development Council has observed. Conservative politicians usually have a healthy dislike for getting public money too involved in private business affairs, but Lord Hailsham, as Minister of Science, has not allowed himself to be fettered by too many inhibitions of this kind.

The problem is twofold. Some research and development is too far removed from eventual sales and profits for any but the biggest firms to finance it unaided. At the same time, if the Government is going to step in as the primary risk-taker with money for research and development, it wants to devise a sensible scale of priorities for spending its money. That is inherently difficult, simply because research is inherently risky. If any wise man could say certainly in advance which were the right research projects to back, there probably wouldn't be any shortage of private finance to back them.

" Neddy," which wants a special inquiry made into the best way of allocating such Government support for industrial development, has also laid stress on the importance of educational investment. It may also have to concern itself, over the years, with the whole question of balance in Britain's scientific effort. If we should be repairing our laggardliness in the application of basic research, but partly at the expense of reducing the amount of basic research done, and allowing the best of our scientific talent to be creamed off to the United States, then we could be developing new problems in store for the future. Overall " management of science " is a new art to have to develop, at a time when industry has still not yet succeeded in making its own management techniques very systematic; but Britain will need both if it is to secure a faster, sustainable growth.



At the South Marston works of Vickers-Armstrongs (Engineers) Ltd., a technician controls the entry of a stillage, loaded with prepared food, into the vacuum tunnel air-lock of the equipment developed by Vickers for research into the continuous freeze drying of foods. Freeze drying involves removing the water content—the processed food can be kept for long periods without needing refrigerated storage

CONVERTED SIDE BY SIDE

In John Brown's Shipyard at Clydebank, *Carmania* and *Franconia* are converted for their roles as Atlantic liners and cruise ships

Carmania (foreground) in her undercoat paint ready for the new cruising Cunard green livery. Behind is the *Franconia*

A major reconstruction task on two liners is due to be completed within eight months at John Brown's shipyard on Clydebank. The conversion of the Cunard liners, *Carmania* (26,637 tons) and *Franconia* (21,717 tons), into ships for the dual roles of Atlantic liners on the Cunard Line's Southampton-Canadian service and cruise ships, approximates to the fitting out of a ship from launch to completion. The alterations, undertaken to implement Cunard's drive for passengers in the Canadian and cruise services, have involved all shipbuilding trades. *Carmania*, then named *Saxonia*, arrived at Clydebank on September 27 of last year. She is to leave on April 1 and will sail on her inaugural voyage from Rotterdam on April 8, sailing by way of Le Havre and Southampton, for Quebec and Montreal. The *Franconia*, then named *Ivernia*, arrived at Clydebank on October 11 last year. She is to enter service on June 4. Total cost of the two conversions is about £2,000,000

The alterations include extending the decks; building additional fuel and water tanks; extending the air conditioning to all public rooms and accommodation; installing water-making plant; and carrying out plumbing and major electrical work. A new Lido deck has been created by the elimination of the three after hatches and holds, after cargo gear and docking bridge. The kidney-shaped, open-air swimming pool was prefabricated and weighed 18 tons when lifted on board. Most cabins have been completely stripped, reconstructed and redecorated.

Other facilities include new public rooms. A night club has been constructed at boat deck level designed to overlook the tourist lounge, which has been extended to the full width of the ship. A new first-class lounge has been built, with a large dance floor, and there is a room for teenagers. In order to extend the cruising capacity of the two liners, the fuel oil capacity has been increased and fresh-water evaporators, capable of producing 350 tons of fresh water from sea water daily, have been installed.

A first-class state room and, **right**, a 2-berth cabi

Conversion of the *Carmania*—left is the Lido deck and the new swimming pool and, right centre, the night club and sports deck. The Lido deck is sheltered by a steel screen

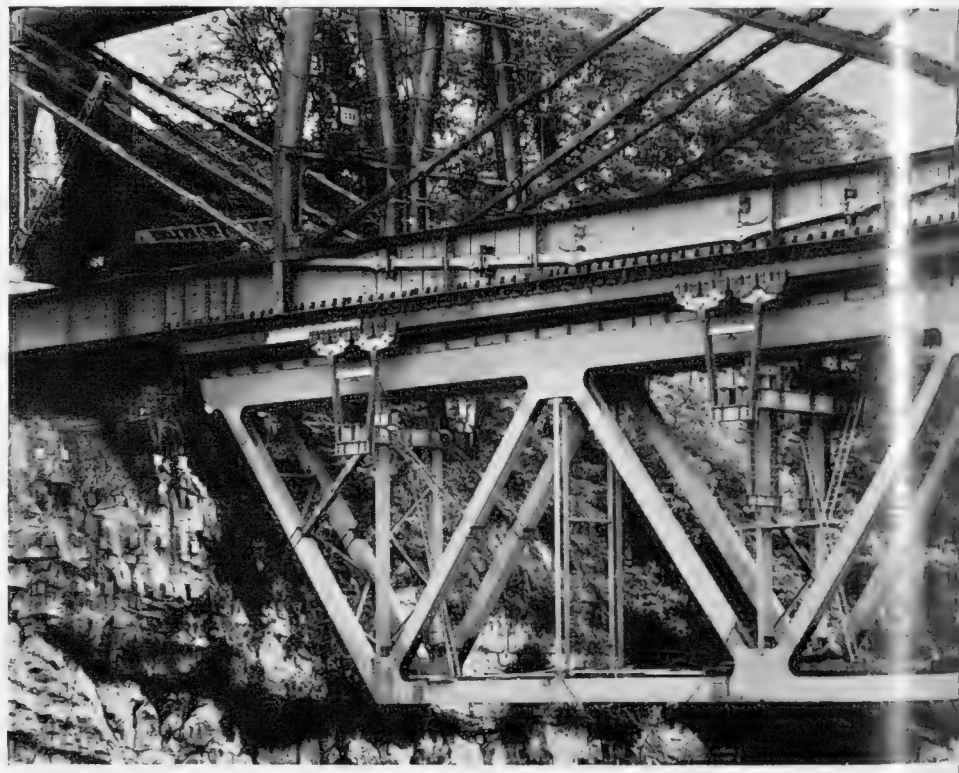
Below left: At work on the swimming pool. **Below right:** Constructing the first-class St. Lawrence bar

Welders build the staircases from sports deck to boat deck

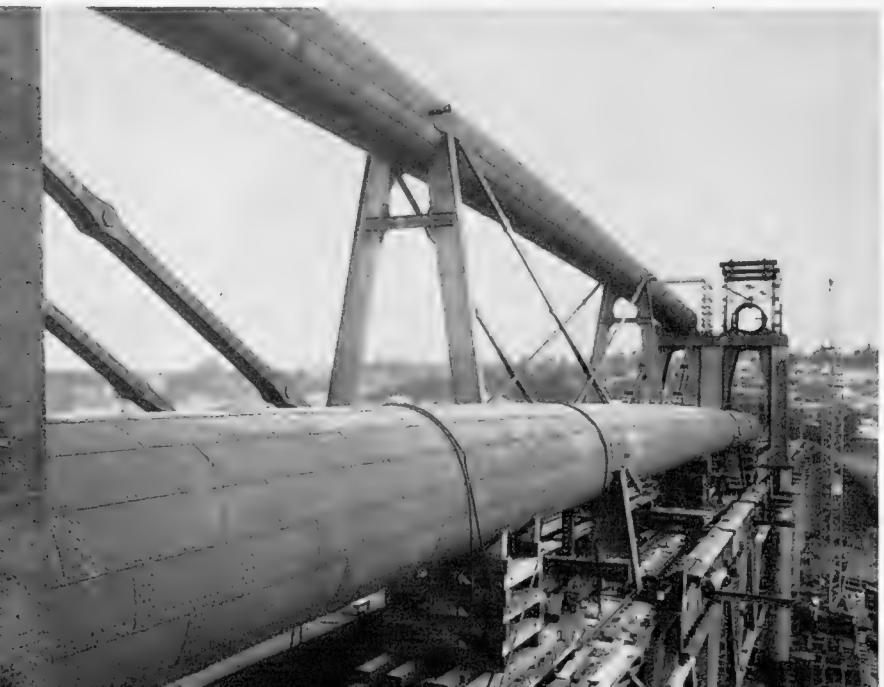
FIRST OF THEIR KIND

Twice in 110 years the railway bridge over the Wye, near Chepstow in Monmouthshire, has been a pioneer in new techniques in bridge engineering. In 1850 the famous Isambard Kingdom Brunel designed a bridge which, for half its length, was carried by girders slung from giant iron trusses supported by towers high above the trains. The remainder of the bridge was supported on piers. The construction and the methods used in it were unique when the bridge was opened in 1852. But suspension bridges are not steady enough for trains at speed, and the overhead trusses have now been replaced by new structures underneath. Once again their design and construction is an innovation. Rigid steel trusses of welded parts were wholly prefabricated in the workshops and bolted together on the river bank. The new trusses were slung on trollies beneath Brunel's spans, and the overhead girders and trusses removed. Responsible for the work were Western Region (BR) engineers and Fairfield Shipbuilding and Engineering Co. Ltd. of Chepstow, successors to the company which built I. K. Brunel's bridge.

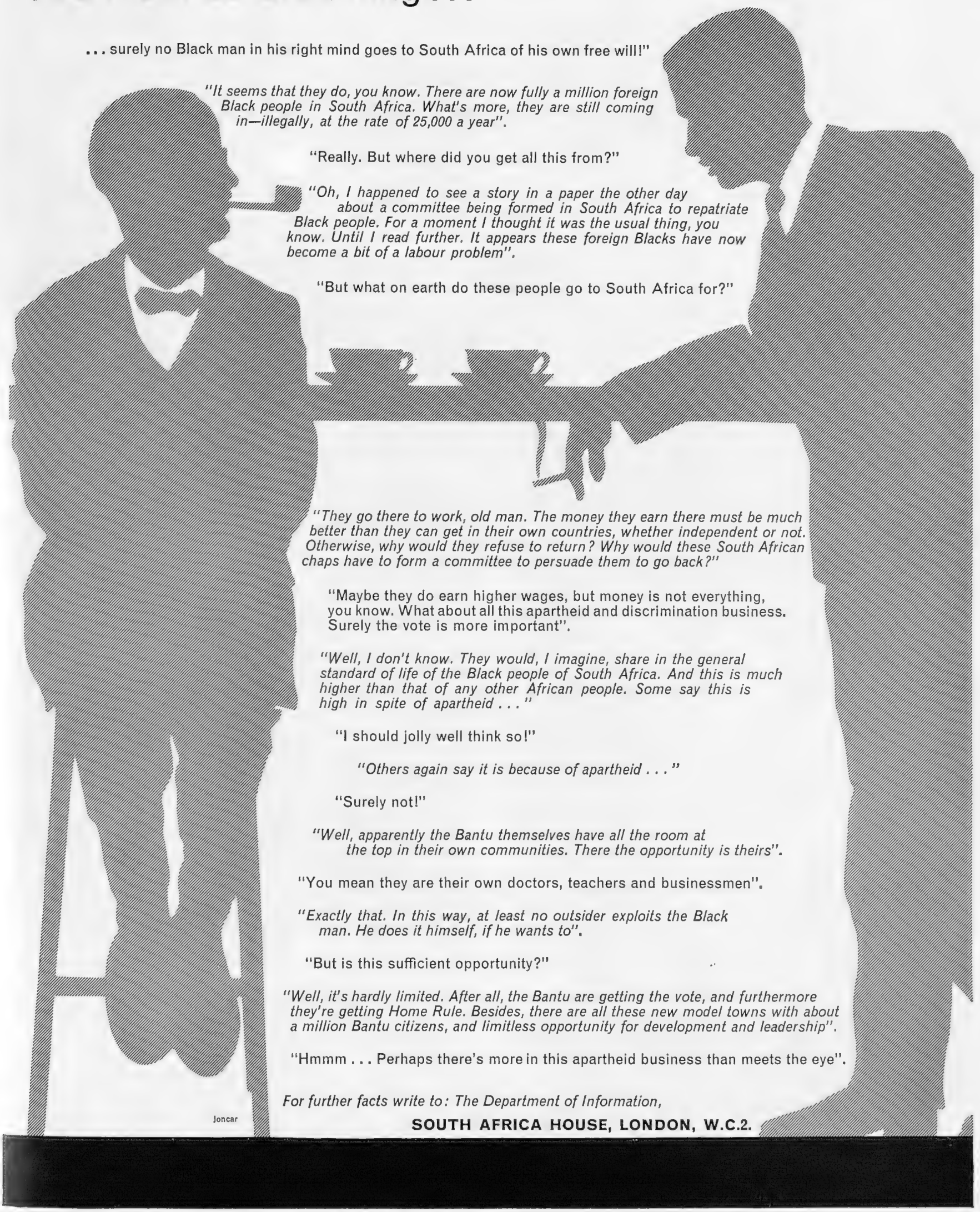
Steel trusses under Chepstow Bridge have now replaced the overhead trusses of Brunel's structure of 1852



The trusses of rigid steel girders were wholly prefabricated in the workshops and bolted together on the bank. **Above:** They are slung on trollies to be placed under the bridge. **Below:** A giant overhead strut is taken down to be removed and a train passes over the bridge while preparations are being made to remove the other tubular strut



"You must be dreaming . . .



. . . surely no Black man in his right mind goes to South Africa of his own free will!"

"It seems that they do, you know. There are now fully a million foreign Black people in South Africa. What's more, they are still coming in—illegally, at the rate of 25,000 a year".

"Really. But where did you get all this from?"

"Oh, I happened to see a story in a paper the other day about a committee being formed in South Africa to repatriate Black people. For a moment I thought it was the usual thing, you know. Until I read further. It appears these foreign Blacks have now become a bit of a labour problem".

"But what on earth do these people go to South Africa for?"

"They go there to work, old man. The money they earn there must be much better than they can get in their own countries, whether independent or not. Otherwise, why would they refuse to return? Why would these South African chaps have to form a committee to persuade them to go back?"

"Maybe they do earn higher wages, but money is not everything, you know. What about all this apartheid and discrimination business. Surely the vote is more important".

"Well, I don't know. They would, I imagine, share in the general standard of life of the Black people of South Africa. And this is much higher than that of any other African people. Some say this is high in spite of apartheid . . . "

"I should jolly well think so!"

"Others again say it is because of apartheid . . . "

"Surely not!"

"Well, apparently the Bantu themselves have all the room at the top in their own communities. There the opportunity is theirs".

"You mean they are their own doctors, teachers and businessmen".

"Exactly that. In this way, at least no outsider exploits the Black man. He does it himself, if he wants to".

"But is this sufficient opportunity?"

"Well, it's hardly limited. After all, the Bantu are getting the vote, and furthermore they're getting Home Rule. Besides, there are all these new model towns with about a million Bantu citizens, and limitless opportunity for development and leadership".

"Hmmm . . . Perhaps there's more in this apartheid business than meets the eye".

For further facts write to: The Department of Information,

SOUTH AFRICA HOUSE, LONDON, W.C.2.

Joncar

INDUSTRY AND THE STOCK MARKET

BACK ROOM PROFITS

By "THE SPHERE" CITY CORRESPONDENT

Out of the massive 9 per cent. increase in Government spending that is foreshadowed for the current financial year, involving more than £500,000,000, an important part will go on research. In one sector alone, that of military defence where estimates have risen by more than £100,000,000, a large part of the expansion comes from research. This will leave Government defence work responsible for as much as 40 per cent. of all research spending in Britain—a larger proportion than in many other countries, though a good deal smaller than the 59 per cent. which Whitehall represented only seven years ago. Most research is carried out in companies' own laboratories (all except 5-10 per cent.), but this extra Government expenditure on research is being paralleled by similar moves in industry. Over the past five years industry as a whole is estimated to have raised its research spending from some £70,000,000 a year to well over £200,000,000.

This enlarged spending will bring benefits to a wide range of specialised businesses in Britain. By contrast with the United States, there are few companies in Britain which carry on research for others on a commercial basis. One exception is C. A. Parsons, who have profitably employed a £2,000,000 laboratory on outside work. Parsons made this decision mainly because their atomic work did not require large research outlays. After the sharp fall in profits reported for 1961, the City is reluctant to estimate the likely out-turn for 1962: this could bear out the chairman's warning last spring that under-capacity working would make it difficult to maintain the former level of profits. But over the medium to longer term Parsons should be an important beneficiary from orders placed by the electricity authorities—so that earnings may regain the £2,000,000 level reported for 1957-59.

Rather more direct benefits from research should go to the smaller specialist companies which supply the equipment used for many types of industrial research. One of these is Muirhead, the London electronics group, made public in 1960, which specialises in photo and transmission equipment. Muirhead have formed offshoots in Canada and in Europe, and even in their short career as a public company have shown impressive profit growth. Between 1960 and 1962 taxed earnings virtually doubled from £180,000 to just under £360,000, while shareholders' dividends have been repeated at 10 per cent. despite a one-for-four free share issue. Earlier this year the chairman, Mr. J. V. Foll, reported that sales had reached a record level. Yet outstanding orders at end-December 1962 were greater than a year before and Mr. Foll told shareholders that sales had shown a 25 per cent. expansion during the first three months of the 1963 financial year.

Apart from manufacturers like Muirhead, dealers in specialised equipment should gain from the prospective extra spending on research. One of these dealers, whose shares have been marketed even more recently than Muirhead's, is Office and Electronic Machines—one of the largest wholesalers in office and allied machinery outside the United States. As well as handling familiar types of office equipment, Office and Electronic deal with calculating, copying and adding machines, which are distributed in Europe and throughout the Commonwealth. Profits have more than doubled over the past five years, and the directors expect that 1963 profits will equal the previous record rate of £135,000 before tax—which would represent more than a £20,000 improvement on the 1962 level. A 20 per cent. dividend had been forecast.

One of the largest groups specialising in more complex office equipment is the Ozalid Co. of Loughton, Essex, who recently merged with Block Anderson and Kolok. Before the merger, Ozalid had doubled its profits in only three years to £370,000 for 1961 from £161,000 in 1959. Comparison of shareholders' effective dividend rate is complicated by a series of cash issues of shares made on particularly favourable terms—the most recent, last summer, added more than £1,000,000 to liquid funds. Ozalid directors have stated that progress during the current year has continued to be satisfactory.

For investors, a stake in research has tended to give relatively small yields in terms of current income—reflected by the performance of companies such as pharmaceutical makers, which are themselves high spenders on research. The logic of this position is that research can impose a sizeable drain on a company's current profits, but with the prospect of impressive benefits from successful break-through. Parsons' shares, however, have suffered from recent years' pressure on profits of the heavy engineering groups. The £1 ordinaries, which can now be bought to offer around 4½ per cent., still reflect rather low profitability in nuclear work as well as the benefits from research. Muirhead shares, now quoted around 40s., present a classic example of the low-yielding "growth stock"—offering a dividend return of less than 1½ per cent.

While Muirhead ordinaries will appeal to people interested almost wholly in capital growth as opposed to current income, Ozalid shares can now be bought well below last year's peak level to offer more than 3 per cent. Investors who are concerned with income and prepared to take an interest in a newly quoted concern will be attracted by Office and Electronic ordinaries, now priced around 16s. and offering a relatively high 6 per cent.

GOOD LIVING *by Ganymede*

The exceptionally hard and long winter has inevitably affected progress in the vineyards of Europe and what is more even the movement of wine over land and water. We all know that any sudden change of temperature is bad for wine and it is not surprising that the shipping of wine has been reduced to a minimum during the months of arctic winter. Talking to friends in the trade I gathered that they have only allowed the most urgent supplies to make the journey to this country. Actual freezing of wine, although the alcohol contents and the volatile oils in it make a built-in anti-freeze, is not impossible. It is not likely to happen in the hold of the ship bringing casks from Bordeaux or Portugal, but hogsheads are not always immediately removed from the ship to the cellars.

This risk is not quite so great for wines in bottle. Cases would be stacked together, and the boxes, and packing inside them provide some sort of insulation. Nonetheless the London shipper must have been even more reluctant to call for château bottled stocks to be sent forth, simply because the greater value means greater risk. In some countries of origin the winter has been just as exceptionally hard or harder than here. The frozen rivers in Germany have hindered despatch from the Rhine and Moselle. During much of the winter it has been several degrees colder in Burgundy than here, and it did not appear advisable to subject wines to the shock of leaving the cellars. There is going to be a tremendous rush and long delays in the docks and bonded warehouses when everything starts moving again.

As far as the growing and cultivation of vines is concerned, the weather is bound to have a serious effect. Cultivation must be at a complete standstill. The early and severe winter has produced a small gain on the credit side: it has been possible to make "ice-wine" (Eiswein) in a few vineyards in Germany.

This can be done on very rare occasions. Only when the grapes have reached a full ripeness very late in the season can it be successful. If the frost should occur before the grapes are fully ripe, they would become useless. I understand, from a recent report issued by Langenbach and Co., that in isolated instances picking was extended into the second half of December. Whether this has been successful remains to be seen, for also according to the same report, it is doubtful if all the grapes had sufficient maturity to make really fine quality. The principle of Eiswein making involves picking the grapes while they are congealed by the severe early morning frost. This makes it possible to gather and press them without being crushed. The resulting must is tremendously concentrated, with a specific gravity half as much again as the unfrozen grapes would have produced. The great sugar content and concentration of bouquet will hide the acidity, which is also increased.

Nothing to do with this endless winter, but rather more with that summer that was (or wasn't) there is also a more cheerful note in the same report. It states that the 1962s are developing beyond expectations: they are showing themselves to be well-made, well-balanced wines. "On the Rhine, in the Palatinate, and in Franconia, the quality should be at least up to that of 1961 and in some cases even better. Things look different however on the Mosel, where the quality will not reach that of the 1961s. Only a few 'Naturwein' were made and these only on the best sites." (According to the German wine law, in bad years when the natural sugar content in the grapes is insufficient, a limited quantity of beet or cane sugar may be added, provided that the resulting wine has no greater alcoholic strength than the wine would have in a reasonably good year. Such wines however lose their right to be called Naturwein.")

On the food front, the hard winter has also made its indelible mark. Most noticeable effect has been the scarcity and at times almost complete disappearance of certain green vegetables from our greengrocers' shops, Even our staple winter friends, Brussels sprouts, have suffered. The only remedy has been to turn to the deep-freeze cabinet, which one has become used to scorning at other times. I have found that some of the frozen vegetables today are of much better quality than the fresh ones that are generally available. Cooked with care and attention, they have fine flavour and very good appearance.

This confirms an opinion which I have been harbouring for some time, namely that many of the best quality vegetables grown these days are bought by the large freezing firms and those that find their way into our shops are only second grade or worse. It is difficult to be sure about this, but one thing is certain: the "freezers" must get the vegetables when they are absolutely fresh, whereas nothing could be further from our shop supplies under the present system of distribution. Vegetables bought in any shop only have to be compared with those picked in the garden, to demonstrate the amount of deterioration our usual shop-bought supplies are subject to.

One other thing has emerged from my recent excursions into the realm of frozen vegetables. I am not conversant with the full manufacturing processes involved, but I am sure they must vary among the different firms. How otherwise could there be such a difference in quality among the different "makes"?

Sandy beaches and a centuries-old pinewood which for more than 40 Km. extend along the green Adriatic coast

"COSTA VERDE DELL' ADRIATICO"

are waiting for you.

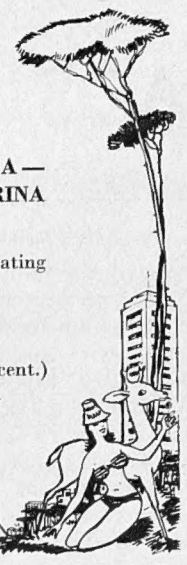
CERVIA — MILANO MARITTIMA — MARINA ROMEA — MARINA di RAVENNA—PINARELLA—PUNTA MARINA —LIDO del SAVIO—LIDO di CLASSE

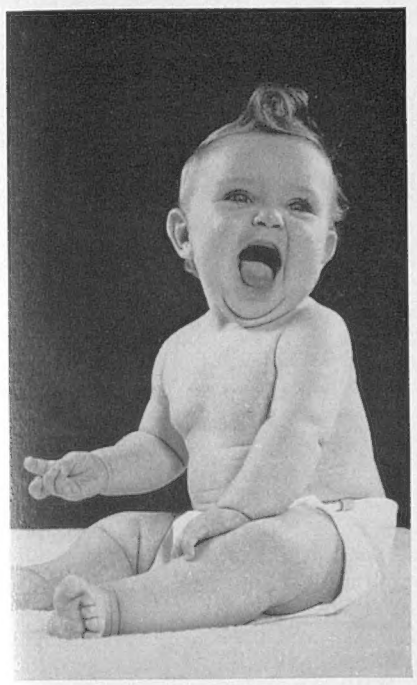
The most up-to-date Hotels and Campings offer fascinating holidays. Behind this green stretch lies

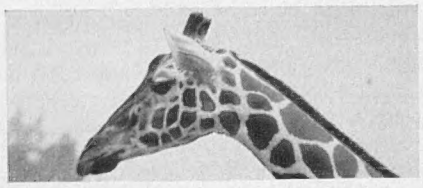
RAVENNA

the Byzantine town with marvellous mosaics (V. VI. cent.)

Information: Ente Prov. Turismo—Ravenna, Piazza S.Francesco 7
Azienda A. Soggiorno—Ravenna
Azienda A. Soggiorno—Cervia
Italian State Tourist Office (E.N.I.T.) London and all Travel Agencies.



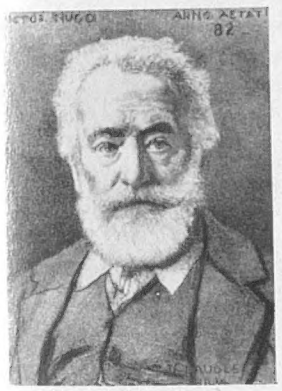




LONDON's LEADING PHOTOGRAPHIC AGENCY

L.E.A. supplies photographs, artwork and colour transparencies for advertising, commercial and editorial use.
L.E.A. can supply photographs of practically any subject—Child and Adult studies, Natural History, Views, Agriculture, Ballet, Theatre, Personalities, Historical Engravings, Animals . . .
L.E.A. are agents for leading artists, in specialised fields, including G. H. Davis, Dennis Flanders, C. E. Turner, J. Millar Watt, Juliet Pannett, Alex Graham.
For further details please write or telephone: The London Electrotype Agency Ltd., Ingram House, 13-15 John Adam Street, London, W.C.2. Telephone: TRAfalgar 7020.

L.E.A.



For business friends or clients overseas— what better or more welcome gift?

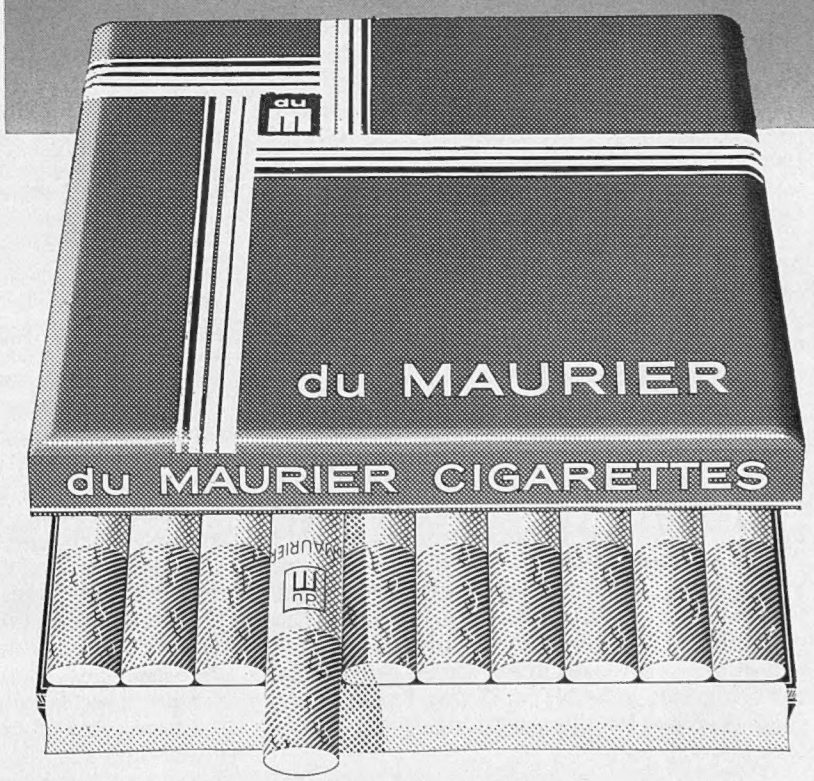
From all points of view a subscription to "The Sphere" is *just right!* This intensely readable and magnificently illustrated journal is a gift that never misses the mark. Its arrival is looked forward to every week—a pleasant reminder of the giver—and we enclose a card with the first issue giving your name as donor. Subscription rate for 12 months £7. 14. 6. (Canada £7. 0. 6.)

Your regular newsagent or bookstall will arrange a subscription for you. Or write to: The Publisher, 13-15 John Adam St., London W.C.2, enclosing remittance.

du MAURIER

The cigarette that retains its distinction on the simple basis of true merit.

There's no finer filter tip, no better Virginia tobacco.



Twenty Exceptional Cigarettes for 4/6

CONDITIONS OF SALE AND SUPPLY.—This periodical is sold subject to the following conditions, namely, that it shall not, without the written consent of the publisher first given, be lent, resold, hired out or otherwise disposed of by way of Trade except at the full retail price of 2s. 6d., and that it shall not be lent, resold, hired out or otherwise disposed of in a mutilated condition or in any unauthorised cover by way of Trade, or affixed to or as part of any publication or advertising, literary or pictorial matter whatsoever.

MOTORING

EXPENDITURE ON ROADS

Britain compares unfavourably with other European countries

By **COURTENAY EDWARDS**

It's not my favourite kind of relaxation, but I have just been browsing through the pages of the latest annual bulletin of transport statistics for Europe issued by the United Nations' Economic Commission for Europe. It relates to 1961, when the countries with the greatest density of private cars were: 1, Sweden (one to every six people); 2, France (7); 3, Luxembourg (8); 4, U.K. (9); 5, Switzerland, West Germany and Denmark (10). Turkey had only one car for every 546 inhabitants, Yugoslavia one for every 238 and Poland one to every 220.

Britain had 326,282 kilometres of rural and urban roads, compared with 359,445 in West Germany (including 2,659 kilometres of motorways) and 1,520,800 in France (including 225 kilometres of motorways). As far as total road expenditure is concerned, the U.K. compares unfavourably with most other European countries whichever way you look at it. On the basis of expenditure per motor vehicle the U.K. comes seventh in a list headed by Switzerland and behind countries like Eire (fourth) and Denmark (fifth). We spent less per inhabitant than five other countries (with Sweden, Switzerland and West Germany way out in front) and even on the basis of total size of country we came only third, behind West Germany and Switzerland.

The growth of international travel by private car is reflected in a table giving for each country the number of " entries of foreign private cars." The list is headed by West Germany with 21,311,000, followed by Switzerland (17,600,000) and France (10,283,000).

Work progresses on the viaduct carrying the South Wales Motorway into London to the Chiswick flyover

When I went along to Wolverhampton recently to contribute to the B.B.C.'s popular weekly programme " Motoring and the Motorist " (conducted with never-failing gusto by Bill Hartley and urbanely produced by Jim Pestridge) it took the form of a panel quiz with a " live " audience in the city's impressive new Market Hall. We went there at the invitation of Mr. Norman Goodchild, Wolverhampton's chief constable, whose attitude to motoring in general, and road safety in particular, has long been a model for the whole country.

For 12 years now Mr. Goodchild has invited every new L-driver in Wolverhampton to attend one of the meetings he organises at least monthly to give holders of provisional licences the opportunity of listening to words of fatherly guidance from the town's top police drivers. Their informal, chatty talks are usually supplemented by films on various aspects of driving. " Over the years several thousand Wolverhampton L-drivers have paid us the compliment of coming to our little gatherings," Mr. Goodchild told me. " In fact, a very high percentage of all the borough's learners attend one or more of these meetings."

For one of them, a few years ago, he organised a quiz panel with Bill Hartley as chairman. It was so successful that Mr. Goodchild thought the next one deserved a wider audience and that's why I found myself in Wolverhampton trying to answer all sorts of motoring questions in company with Dr. Albert Fogg (Director of the Motor Industry Research Association), Dr. James Blair, a research scientist and Mr. T. C. Foley (Secretary of the Pedestrians' Association).

I am trying out a pair of spectacles with coated lenses and am impressed by the improved clarity of vision they offer, particularly at night. They have a microscopically thin layer of metallic fluoride similar to the coating which has been used for some years on the lenses of binoculars, cameras and optical instruments. The Carl Zeiss Foundation patented this method of producing " bloomed " lenses as long ago as 1935 but originally the coating was too soft for use on spectacle lenses and had too much colour. It was a bright purple and although with the glasses I am now wearing a mauve tint is discernible in certain light conditions it is perfectly acceptable.

These coated lenses, which cost about 40 per cent. more than the ordinary kind, considerably reduce the dazzling effect—particularly in wet weather—of approaching headlamps, occulting indicators and flashing advertisements. They admit more light into the lens and prevent confusing secondary images, especially those normally caused by the headlights of cars following behind.

In daylight, too, these coated lenses give a more restful feeling than normally and it is sometimes difficult to realise you are in fact wearing glasses. These coated lenses are better aesthetically, too: a fact which should make a special appeal to women motorists. They banish the hard, unnatural look induced by normal spectacles and minimise light reflections. Your optician will tell you all about these special lenses, which can be tinted for additional protection against sun glare.

Motorists will follow with interest and a certain measure of apprehension the approach which the Motor Agents' Association is making to the oil companies to try to obtain for its members a bigger profit margin on retail petrol sales. It is generally supposed that the garage men and filling station proprietors are hopeful of getting an extra twopence a gallon. The present basic average is around sixpence a gallon and in many cases special rebates are given by oil companies to owners of garages " tied " to them exclusively.

If the trade does get an increase it is probable that the higher cost will be passed on to the motorist. We still pay 2s. 9d. in tax on every gallon of petrol we buy and motorists are hoping that whether or not the oil companies increase their recommended retail price, the Chancellor in his Budget on April 3 will cut the petrol tax by at least the extra sixpence added by Mr. Selwyn Lloyd.

The M.A.A., which has engaged a well-known firm of accountants to take a close look at the economics of petrol retailing, believes it may be found that without realising it many garage men are running the petrol side of their business at a loss. Many motorists, I know, will greet this observation with a wry smile and they would be justified in pointing out that the trade's claim for a bigger profit margin is weakened by the large-scale price-cutting now going on.

Briefly. . . . Spring Grove Laundries, Ltd., the linen hire company, has produced a second " Fill and Freshen " map showing the services available (including roller towel cabinets) at a large number of garages and hotels in Kent, Surrey and Sussex. . . . An " up and over " type of garage door named " Tipitup " with remote control from the driving seat of a car entering or leaving (by means of ingenious counterpoise weights) is offered by E.C.S. (Coventry), Ltd., for £32 10s. . . .

On April 30 the compulsory vehicle test is being extended to all cars over five years old. Some 820,000 vehicles (including motorcycles and vans) will be immediately affected. . . . According to the Roads Campaign Council the six countries forming the European Economic Community will have a 10,600-mile motorway network inside 15 years. . . . Ford of Dagenham has been " fined " £500 by the R.A.C. (acting as agents for the International Automobile Federation) for advertising that its Cortina run to Capetown was a " record." It was held to be a breach of the international sporting code since speed records on public highways are not recognised. . . .

Sir William Lyons is making Jaguar and Daimler models available to his factory workers at a discount of 15 per cent. for employees with up to two years of unbroken service and 17½ per cent. for those who have been continuously with the firm for longer periods. These facilities have been available to staff members for some time. . . . Television Installation Services of Mansfield, Notts., makers of the Dipyt automatic headlamp dipping equipment, have marketed an automatic transistorised parking light which comes into use at dusk and switches itself off at dawn (£2 7s. 6d.).

Published Weekly by ILLUSTRATED NEWSPAPERS LTD., Ingram House, 13–15, John Adam Street, London, W.C.2, and Printed in England by KELIHER, HUDSON & KEARNS LTD., Hatfields, London, S.E.1. SATURDAY, MARCH 2, 1963. Second-Class postage paid at New York, New York.

IN QUEST OF GOOD HOTELS

ADVICE BY ASHLEY COURTENAY

Letters, accompanied by a stamped, addressed envelope for reply, should be addressed to him c/o The Editor, THE SPHERE, *Ingram House, 13-15, John Adam Street, London, W.C.2.*

THE Costa Brava translated means "The Rugged Coast" and runs from Port Bou on the Spanish side of the frontier with France southwards to Blanes—30 miles north of Barcelona. It must not be confused with Costa d'Est, Costa de Sol and others, which are farther south.

In our view, the cream of the Costa Brava lies between Cadaques in the north and San Feliu de Guixols in the south. Our hotel recommendations, with the exception of the Park Hotel, Blanes, are confined to this half, which is less afflicted by organised holiday tours.

Whether you travel by road, rail or 'plane, the French town of Perpignan is the best approach for the northern section of the Costa Brava. Whether you take the spectacular coast road via Port Bou or the main road via the frontier post of Le Perthus, your first and last halt should be Figueras—*Motel Ampurdan.* This modern three-storied building (46 bedrooms, all with bathrooms) stands on the by-pass main road linking the French/Spanish frontier, with Barcelona and the coastal towns. Not only is this a first-class stopping-off place, but also a good base for visiting the fishing ports of Port de la Selva, Cadaques, Rosas and La Escala.

Bagur—*Hostal de la Cordina.* A small and ancient town with the ruins of Bagur Castle a figurehead. Our landmark is this blue-shuttered house on the outskirts, wherein will be found great charm and taste reflecting the personality and ability of Elizabeth Sanchez-Guervo, an Englishwoman married to a Spaniard. Only three miles from three of Costa Brava's most attractive beaches—Sa Tuna, Aigua Blava and Fornells, it would prove an admirable discovery for anyone.

Nr. Bagur—*Hotel Aigua Blava*—"Quite one of the friendliest hotels we have ever stayed in"—this is the verdict of practically all who return year after year. So much so, that most of the 76 rooms are bespoken from March to the end of October. We have already earmarked our accommodation for this coming May.

Palafrugell—*Hotel Cavallers.* This small market town makes a good centre and economical base for the beaches of Tamariu, Llafranch and Calella, two miles distant. Though the hotel has a 'plain Jane' look, bedrooms are spacious, clean (most have their own bathrooms), and all have plenty of hot water, fitted wardrobes and bedside telephones. A useful B. & B. address, with other meals to order as required.

Tamariu—*Hotel Hostalillo.* A charming little sandy spot with this most modern 100-bedroom hotel dominating the tiny bay. A first-class hotel with ample lounges, two restaurants and sunbathing terraces. A most delectable spot.

Llafranch—*Hotel Terramar.* Next door neighbour to Tamariu and about double the size. Here again the sun and sea bathing is the main attraction. Our recommendation stands on the level front and will have been largely reconstructed and enlarged by the time we return this year. As it will still be under the Negre direction (father and son) comfort and catering standards will not only be maintained, but improved, with the enlargement.

Palamos—*Hotel Trias.* When we returned in June 1962, a complete new wing had been built, increasing the already high percentage of seaview rooms, with their own bathrooms and balconies. We found the menus carefully arranged for British tastes—though an *à la carte* menu provides plenty of scope for adventure in Spanish dishes. Other than the niceties of the hotel, we particularly like Hotel Trias because of its position, only 50 level yards across the road to a mile-long sandy beach.

Playa de Aro—*Park Hotel San Jorge.* About four miles south of Palamos stands this hotel, built in 1959, with 100 seaview rooms and all with private bathrooms and balconies. Naturally, the public rooms face the sea as well, and there is a delightful tree-shaded terrace in front of the bar and lounge. This is one of the few hotels with private beaches, and it seemed to us to be an excellent hotel in the luxury class in which to make an extended stay.

S'Agaro—*Hostal de la Gavina.* This, the only hotel on the Costa Brava with the Spanish grading luxe, is an hotel of international repute. Never have we stayed anywhere where time or money counted less in achieving perfection. Our stay here was regretfully brief but long enough to appreciate the taste in design and furnishings and the "on-the-spot" service. We revelled in the culinary and cellar craft, enjoyed the environment of restaurant and terrace and, as a contrast, were fascinated by the soft music and lighting of the Candlelight Night Club below stairs.

Hostal de la Gavina, and the whole of the private estate around, is set on a rocky promontory ending on the superb bathing beach of S'Agaro Bay. A 1½-mile cliff walk embraces the whole seaward side, with every hundred yards or so opening up a new outlook.

By San Feliu de Guixols—*Hotel Alabriga.* Two miles outside the town, with fine views over S'Agaro Bay is this attractive, quietly situated hotel, set back in a clump of pines, facing the sea and well away from any traffic noise.

When we were staying there in 1962, the finishing touches were being put to a new wing, providing a further 24 delightfully furnished and appointed bedrooms and bathrooms en suite, a picture-windowed restaurant and new kitchen and garage quarters. Comfortable as we were in the original building the extension will be an added inducement to return.

San Feliu de Guixols—*Hotel Montecarlo.* Not only is it a centre for touring by land and water, but visitors are attracted to the town for bull fights, football, night clubs, dancing, and the busy market. There are a number of excellent hotels, but in the town itself we are pinning our faith on this modern hotel which has only recently opened on the hillside on the Tossa side. Many of the bedrooms (bathrooms en suite of course) and the large sun terrace have a panoramic view of seaboard and harbour.

Blanes—*Park Hotel.* Though our personal preference on the Costa Brava is for the coastline that lies between Cadaques and San Feliu, there are some who seek a Costa Brava foreground closer to Barcelona. For such, this Park Hotel—a mile or two to the south of Blanes and some 26 miles from Barcelona—would be a sound choice. It provides 85 bedrooms with private bathrooms and terraces overlooking the sea and, with its own swimming pool, tennis courts and bowling alley, offers a self-contained holiday yet with the attractions of more popular resorts close at hand.

Since compiling the above our co-Director, Mr. Merrick Maslen, and his wife have toured the Spanish coastline southwards from Sitges to the frontier at Gibraltar. A precis of their impressions and hotel recommendations is available on request.

BAGUR. HOSTAL DE LA CORDINA

A gem of a small hotel set in a Spanish countryside setting, three miles from three fascinating Costa Brava beaches. Apart from charming bedrooms with private bathrooms or showers, a couple of studio flats are let furnished with a maid service by the month or year.

BLANES. PARK HOTEL

A first-class holiday hotel overlooking the sea, within easy motoring range of Barcelona and with good sea and road approaches to other Costa Brava resorts. Two miles south of Blanes, the hotel has its own swimming pool, tennis courts and bowling alley.

FIGUERAS. MOTEL AMPURDAN

A modern three-storeyed building situated on the by-pass away from the noise and bustle of the town, this newly built hotel is well located not only for motorists in transit, but as a base for exploring the foothills of the Pyrenees and the northern section of the Costa Brava.

LLAFRANCH. HOTEL TERRAMAR

Well named, for its restaurant and entrance are on the level, and facing a sandy bay. The upper bedrooms reached by lift are terraced on the hillside. A first-class hotel where you can enjoy tranquillity or tremendous fun. A family-owned hotel of first-class standing.

PALAFRUGELL. HOTEL CAVALLERS

Seeking a central spot from which to shop, sightsee and sunbathe on a dozen or more beaches? Then this clean, well-equipped hotel will suit those who are prepared to sacrifice a sea outlook and pay proportionately less for meals and accommodation.

PALAMOS. HOTEL TRIAS

Possibly the oldest established, and yet one of the most modern hotels on the Costa Brava. Charming bedrooms, bathrooms and balconies overlooking a shimmering sea and mile-long sandy bay. Catering for British tastes, with an *à la carte* menu for an adventure in Spanish food.

PLAYA DE ARO. PARK HOTEL SAN JORGE

Its back view seen from the main road is uninviting, but step inside. A Costa Brava paradise. 100 modernly appointed bedrooms, with bathrooms en suite, facing the sea, shaded terraces, two private beaches, spacious bars, dance floor, restaurant. A gay hotel, where every prospect and fiesta pleases.

S'AGARO. HOSTAL DE LA GAVINA

The most exclusive hotel on the Costa Brava, blending into a private estate with its own seafront promenade and private sandy beaches. Here one can enjoy opulence without ostentation, perfection in cuisine and cellar, and remarkable service. Over 100 bedrooms with private bathrooms and suites. Open all the year.

SAN FELIU DE GUIXOLS. HOTEL MONTECARLO

On the hillside, capturing the breezes of the Pyrenees, with a panoramic vista of Mediterranean seascape, this first-class hotel will suit those who seek a central spot for leisure, pleasure and good measure in food and wine.

NR. SAN FELIU DE GUIXOLS. HOTEL ALABRIGA

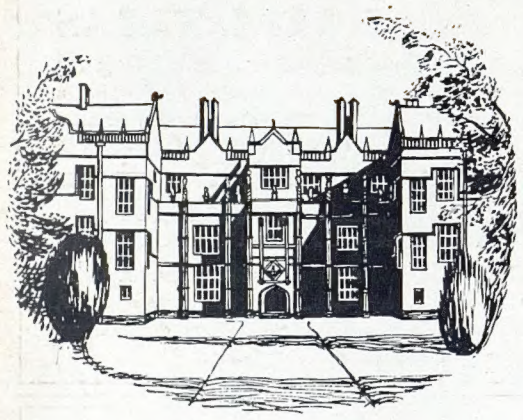
Fortunate will be your lot if you can secure accommodation in this pleasantly and quietly located hotel in the cool of the pines, overlooking S'Agaro Bay. The new wing completed in 1962 is particularly delightful. A friendly and informal first-class establishment.

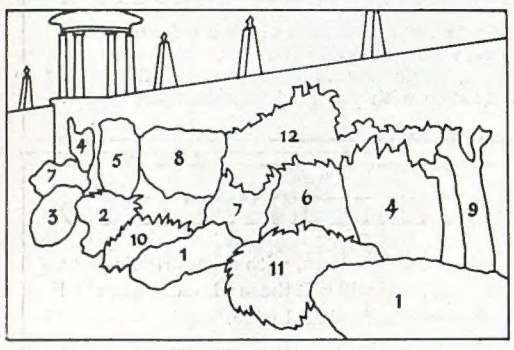
TAMARIU. HOTEL HOSTALILLO

Whether you can obtain accommodation in the original building, the annexe or the new building, count yourself in clover, for you will be a part owner for the duration of your stay of a lovely bay and an hotel organisation which embraces the last word in modern thought.

Visit Montacute with Shell

photographed in July by Percy Hennell





Montacute, Somerset

The perfect satisfaction of extreme simplicity is found at Montacute, the quiet centre of a park pierced by ordered vistas. The grace and reticence of the stonework that outlines the garden and its sunken terrace contrast with the massive dignity of the great house, completed about 1600; the one reminding us of the artistry, and the other of the solid foundations of the ebullient Elizabethan character.

The basic planting consisted of clipped English yews and sombre specimen Irish yews, but today the ancient, lichened stonework is enlivened by plants the Elizabethans never knew, as in the border illustrated. The glowing wine-red *Penstemon* Garnet (1) is one of a race of plants which, though not always surviving the winter outside, gives red, pink, blue or purple flowers all summer long. Red of a different quality comes from the floribunda rose, Frensham (2), which again goes on blooming for months on end, as does the sage, *Salvia superba* (3). Delphiniums (4) have a shorter but dazzling season, but the quiet charm of the Plume Poppy, *Macleaya cordata* (perhaps better known as bocconia) (5), persists for months, and the dark purple of the shrubby sumach, *Rhus cotinus foliis purpureis* (6), and of *Berberis thunbergii atropurpurea* (7), acts as a focal point from late spring till autumn. For those who think of clematis as climbers, the erect herbaceous *C. recta* (8) will come as a surprise. The yellow Meadow Rue, *Thalictrum glaucum* (9), is another plant seldom seen in gardens. Clumps of bearded iris (10) and day lily (*hemerocallis*) (11) complete the border, while the grey-green vine, Miller's Burgundy (12), clambers over the stone balustrade, which is nearly 400 years old.

Montacute is owned by the National Trust, and is 4 miles west of Yeovil on the north side of A 3088. It is open daily, except Tuesdays, from 11 a.m. to 6 p.m. between April and September, from 11 a.m. to 4 p.m. for the rest of the year. The house is closed between 12.45 p.m. and 2 p.m.

Copies of this page may be obtained from Shell-Mex and B.P. Ltd., Advertising Department, Shell-Mex House, Strand, London W.C.2.

Wherever you go...you can be sure of SHELL